

AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

DRIVEN

NEW CAYMAN GT4

Verdict: It's nothing less than the finest Cayman ever made

Matt Prior: 'It's in my top 10 best driver's cars of all time'



FIRST PIC: NEW JAG XF
XE tech for lighter, larger 5 Series rival



WORLD EXCLUSIVE

Flat out in McLaren's P1 GTR

£1.8m, 986bhp... and they've let us drive it

haymarket



123

PLUS Electric Audi R8 rated ● Land Rover Discovery Sport road test ● Scoop: Fiat's next five years

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Short for light-emitting diode
with electroluminescence.

A1.

Short for Audi.



Introducing the new Audi A1. It has LED, which stands for lights that shine brighter, for longer. And HDD Sat Nav, short for satellite navigation with advanced 3D mapping. Technologies from across the Audi range, all available in the new A1. So when we say A1, what we really mean is Audi.





New Generation i20 Coupé

Inspiration. Engineered.

Great inspiration leaps out. Demands attention. And few things are more inspired than the stunning New Generation i20 Coupé. Bold, clever and great fun to drive, it's a car with the style to stay out in front. Available 26th March 2015, from £12,725*. [Find out more at hyundai.co.uk](http://www.hyundai.co.uk)



Fuel consumption in MPG (l/100km) for New Generation i20 Coupé range: Urban 42.8 (6.6) – 57.6 (4.9), Extra be used as a guide for comparative purposes and may not reflect all driving results. Model shown: New Generation petrol manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



Urban 67.3 (4.2) – 80.7 (3.5), Combined 55.4 (5.1) – 68.9 (4.1), CO₂ Emissions 119 – 106g/km. These official EU test figures are to i20 Coupé Sport Nav 1.2 petrol manual at £14,895 OTR including Tangerine Orange pearl paint at £495. *On the road price of £12,725 applies to New Generation i20 Coupé SE 1.2

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COVER STORY

Absolutely fabulous: Matt Prior drives the new, hardcore Porsche Cayman GT4



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First drive: Lexus NX200t T Sport



'A heavy dose of right foot delivers terrifically forceful acceleration'

Greg Kable on the Audi R8 e-tron, p32



60 Honda Civic Tourer says goodbye



50 New Discovery Sport road tested

COVER STORY



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Exclusive: Andrew Frankel drives the McLaren P1 GTR

68



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makes journeys
not boring.

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5:24 PM



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Fuel consumption figures in mpg (l/100km) for the New Kia Carens 'SR7' Special edition are: Urban 33.6 (8.4) – 53.3 (5.3), Extra Urban 53.3 (5.3) – 67.3 (4.2), Combined 44.1 (6.4) – 61.4 (4.6). CO₂ emissions are 149 – 120 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Carens 'SR7' Special edition 1.6 GDi 133bhp 6-speed manual ISG @ £18,105 including metallic paint @ £510 and £1,700 customer saving. Non offer price £19,805. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

Our drive of the McLaren P1 GTR is a world exclusive



How we decided our cover star hierarchy

YOU CAN IMAGINE the discussions regarding this week's front cover, and which of the McLaren P1 GTR or Porsche Cayman GT4 to put above the other. On the one hand, we had the ultimate enthusiast's version of perhaps the enthusiast's favourite Porsche; on the other, a world exclusive first drive of the most extreme car yet built by McLaren's road car division. With both rated at five stars by the reviewers who drove them, the decision wasn't easy.

Eventually we chose to put the focus on the more affordable end of the scale, although the popularity of both cars means they are sold out for the foreseeable future. It's just as well that we had testers of the calibre of Matt Prior and Andrew Frankel to write the words; for most of us, their stories will be as close as we get to experiencing either car.

At Autocar, we're especially fortunate to be in the position to be able to make such decisions. Our independent, expert

testing standards have long been regarded as the best in the industry – and being trusted to deliver these verdicts is a privilege. I hope you enjoy both stories – whichever you choose to read first.



JIM HOLDER EDITOR

jim.holder@haymarket.com @Jim_Holder

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Established 1895

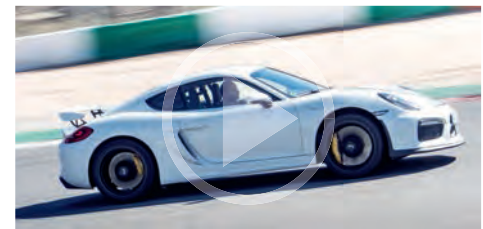
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THIS WEEK'S TOP FIVE

VIDEO

Porsche Cayman GT4

Hardcore new Cayman tested on road and track



NEWS

Bloodhound update

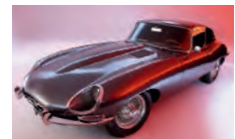
Land speed record racer completes 2000mph ballistics test



NEWS

New motor show

Classic & Sports Car announces October event in London



REVIEW

Ford Escort

Is this China-only saloon among Ford's best?



BLOG

Steve Cropley

Blameless diesels need better friends



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THIS WEEK

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SUVs to lead Fiat push

■ Fiat and Jeep plotting new Nissan Qashqai rivals ■ Baby SUV and budget hatch also likely

Fiat Chrysler Automobiles (FCA) is poised for a European market relaunch that will see the Italian brand abandon its mass market positioning and Jeep exploiting the booming market for SUVs of all sizes.

The first fruits of Fiat's new brand positioning was the 500X compact SUV, accompanied by its Jeep sister car, the Renegade. Autocar can also reveal that the two brands are working on a pair of larger SUV models based on the same high-end platform.

At the recent Geneva motor show, FCA boss Sergio Marchionne said Fiat would no longer attempt to be a

"mass-market brand" and would not attempt to offer a "full range" of models. He added that Fiat would "focus on what it does best".

In extracting the best from what remains of the Fiat brand – combined Fiat and Abarth sales reached a modest 600,000 units last year – Marchionne and his team have devised a four-pronged plan.

The biggest growth areas in the European market are the SUV and premium sectors, probably followed by smart city cars and budget models.

The premium sector will be addressed by the reinvention of Alfa Romeo (see p12) and, to a lesser extent, rising sales and

new models from Maserati.

Fiat is already very well placed in the market for characterful small cars with the 500 line-up. The 500 hatchback and the bigger 500L MPV are both segment leaders in Europe, and Fiat's main challenge will be to maintain and progress the success of the 500 family.

Fiat will attack the SUV sector with the new 500X and the upcoming Nissan Qashqai-sized SUV. These models will be made profitable because they will share components with and be built alongside a pair of Jeep sister cars.

Additionally, the sophisticated platform



Alfa version of the new MX-5 will now be sold as the Fiat 124 Spider

underpinning the new 500X and Jeep Renegade can be scaled for use on the bigger Fiat and Jeep models.

Farther down the line, Fiat and Jeep may launch a truly baby SUV into the European

market. The model would be around the size of a supermini, according to global Jeep boss Mike Manley. The move could result in today's Fiat Panda Cross being replaced by a pair of Fiat and Jeep SUV models.

AUTOCAR
IMAGES

Fiat 500XL and Jeep's Patriot replacement are due next year

in Europe

Alfa Romeo pinning hopes on Giulia

With the small and medium SUV market covered by Fiat and Jeep, Marchionne's plan then takes an unexpected turn into a new niche.

Although Europe's Volkswagen Golf and Ford Focus-sized C-segment accounts for a substantial 29% of the new market, profits are wafer thin, if they exist at all.

Most analysts think the situation is caused by a combination of intense competition, high labour costs and increasingly generous standard specifications as the mainstream brands chase the sector-leading Golf.

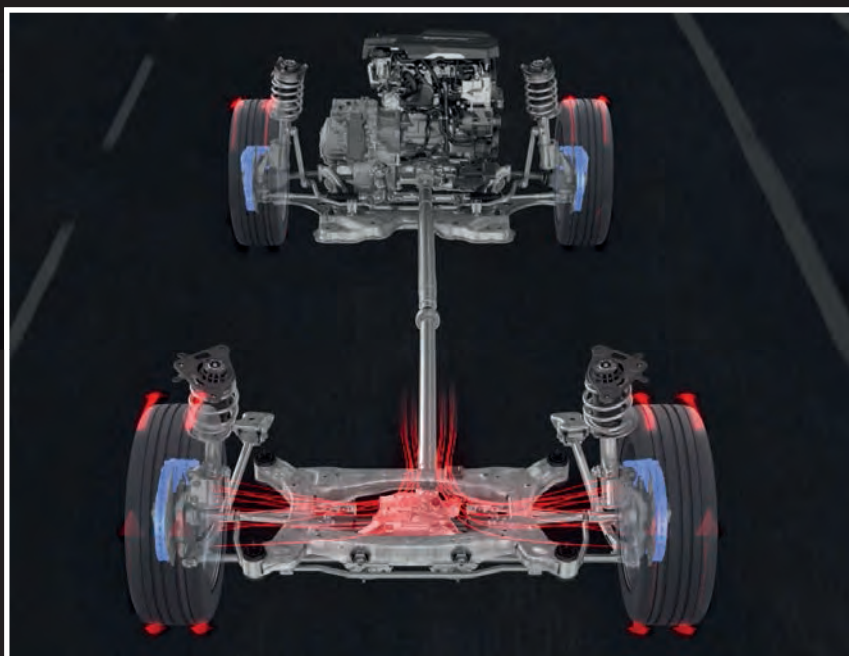
Marchionne, according to sources, will counter these

hurdles by launching a back-to-basics C-segment hatchback and estate, replacing the unsuccessful Fiat Bravo. These will be based on the same platform as the 500L MPV and will be built in Turkey, where labour rates are cheaper.

Insiders have told Autocar that the new models will not be as "basic" as Dacia's successful models, but will be "very well priced". Some rumours suggest that Marchionne will use the well-regarded Panda badge for the Bravo replacement, neatly rebuilding the Panda family as Fiat's no-nonsense sub-brand.

Even under Marchionne's rigorous approach, the Fiat →

Strength and sophistication under the skin



THE PLATFORM underpinning the Fiat 500X and Jeep Renegade is impressively sophisticated. It uses front and rear independent suspension with MacPherson struts in each corner – a feature shared

with Porsche's sports cars. The four-wheel drive system is unusual. Engineered by GKN, it uses an electronically activated coupling to send power to the rear wheels, rather than the hydraulic clutch used by

the common Haldex-based all-wheel drive systems.

The structure sitting atop this running gear is also impressively strong; the Jeep Renegade was awarded five stars in recent Euro NCAP crash tests.

← brand will get a 'halo' model. The car that started life as Alfa Romeo's version of the new Mazda MX-5 will now be sold as the Fiat 124 Spider, a reference to the classic Pininfarina-designed roadster that was sold between 1966 and 1985.

Meanwhile, the Jeep brand has been tasked with 'going global' over the next few years. The brand sold just over one million units for the first time last year, but 76% of the sales were in the United States.

Mike Manley, overall boss of the Jeep brand, says the company sells just 8% of its vehicles in the EU and a

similar proportion (around 89,000 units last year) in the Chinese market.

Manley wants Jeep sales to rise significantly in these markets. To this end, Jeep will open two factories in China in the next two years, while a new manufacturing plant is also coming on stream in Brazil.

The Renegade, which Manley says is selling "ahead of expectations" in Europe, will also be exported to China, although it won't be sold in the United States. It's thought the annual global market for B-segment SUVs such as the Renegade will be as high as

two million units by 2019.

The next new global Jeep product will be the Qashqai-sized SUV. It will be launched in 2016 as a replacement for the Patriot and Compass models and will form the core part of Jeep's expansion.

Manley also revealed to Autocar that Jeep would aim at the highly profitable premium SUV market with a new Grand Wagoneer in late 2018. At the other end of the scale, Manley said the brand was actively pondering a supermini-sized SUV. "Never say never," he said.

HILTON HOLLOWAY



SPY SHOT
ALFA ROMEO GIULIA

FIAT/JEEP: WHAT'S COMING WHEN

FIAT BRAND



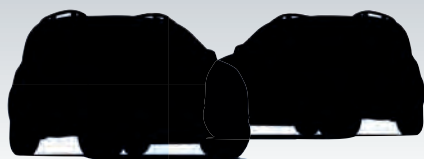
500X (2015)



500 FACELIFT (2015)



124 SPIDER (2015)



PANDA XL HATCH AND ESTATE (2016)



500XL (2016)



BABY SUV (2018)

JEEP BRAND



RENEGADE (2015)



GRAND CHEROKEE FACELIFT (2015)



COMPASS/PATRIOT REPLACEMENT (2016)



GRAND WAGONEER (2018)



BABY SUV (2018)

**AUTOCAR
IMAGE**



Alfa's rebi

This coming June, Alfa Romeo will launch the first of the new models intended to regenerate this famous but fading brand.

That car is the new Giulia saloon, the long-delayed replacement for the Alfa 159. It is based on a platform derived from the Maserati Ghibli's and will be offered with rear-wheel drive or four-wheel drive and a choice of four-cylinder and six-cylinder engines.

Alfa boss Harald Wester was unwilling to reveal more detail at the recent Geneva motor show, but he has talked about the intangible qualities new Alfas must have in order to make the grade and the so-called

skunkworks of designers and engineers charged with delivering them.

Wester considers Alfa Romeo itself to be "one of the most important brands" and candidly admits that "we have over-promised and under-delivered".

In his recent presentation to investors, Wester also admitted that while recent models such as the Brera, 159 and Spider were "beautiful... they missed the historical DNA of the brand".

Wester had a striking analogy to describe the essence of the Alfa brand. "What made you fall in love with your wife?" he asked rhetorically. "People talk about pheromones."



Birth to begin with Giulia



Wester: "Alfas will have pheromones as standard"

Alfa Romeos will have pheromones as standard." Wester added that "not everybody wants it, and not everybody can feel it – like with wives". In other

words, these Alfas will have characters that some buyers will love and others will not. What they will also have, according to Alfa Romeo's part-new, part-rediscovered

philosophy, is a character that will "put the driver at the centre, provide an exceptional driving experience while being inclusive and egalitarian, and display authentic heritage".

Wester said: "These are not cars to be driven, but to drive. We want owners to feel that they're an integral and indispensable part of the machine. The dynamic element is an important portion of what we do."

Those doing it are located in a secret skunkworks somewhere in Turin (there are senior people within FCA who do not know where it is) that "will deliver away from the big machine". This strategy is designed to minimise corporate

interference and focus minds.

"We hand-selected people for their passion, dedication and unlimited willingness to give birth to something that's outstanding," said Wester.

By the end of this year, 600 people will be employed at the skunkworks. By then they will have developed eight new models and a range of four-cylinder and six-cylinder petrol and diesel Alfa Romeo engines to power them, on a budget of €5 billion.

Alfa's goal is 400,000 sales a year by 2018, compared with 74,000 last year.

Wester is under no illusions about the challenge. "We're living in a world of fierce competition," he said. "What is absolutely clear

is that every car must be significantly better than the target competitors."

These are "the three German brands, plus Lexus in the US. But the worst strategy is to position against another product. It's about finding out what the customers want."

Wester's presentation defined the five key attributes that matter about Alfa Romeo. These are advanced and innovative engines, perfect 50/50 weight distribution, a set of unique technical solutions, class-exclusive power-to-weight ratios and ground-breaking and distinctly Italian design. Those qualities have defined many of the best Alfas.

RICHARD BREMNER



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Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO₂ Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered by 31st March 2015. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 1st January 2015 and 31st March 2015. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.



OFFICIAL PICTURES



First glimpse of new Jaguar XF

The sharper-creased new XF saloon is lighter, slightly bigger and more fuel-efficient than today's car

Jaguar has offered the first look at its all-new XF, less than a week ahead of its official unveiling.

The firm plans to give the new XF a public debut at the New York motor show on 1 April. But the car will be seen in full online on 24 March, when it will be driven by stuntman Jim Dowdall over two 34mm-wide wires high above water.

A sole official exterior image reveals the sharper creases on the new XF's body, including the sculpted bonnet with its power bulge, flared rear

wheel arches and pronounced shoulder line. There also appears to be an almost coupé-like profile to the car.

The new XF is the second Jaguar, after the XE, to use the firm's scalable, aluminium-intensive iQ[AI] platform. The XF's footprint has increased slightly over the current car's, partly to increase space for passengers and their luggage.

Jaguar has provided few details about the new XF yet. However, it has promised the car "will set business segment benchmarks for weight and

efficiency, resulting in class-leading fuel economy figures of over 70mpg". Such economy should result in sub-100g/km CO₂ emissions and is in part thanks to the efficiency of the XF's 2.0-litre four-cylinder Ingenium turbodiesel engines.

An interior image shows the new XF follows the XE's theme. But it is cleaner-looking and more premium than the XE, with a new dashboard, a larger touchscreen and fewer buttons.

The new XF will go into production this autumn.

MARK TISSHAW



New XF's interior expresses XE themes in a more upmarket setting

All-electric Audi Q6 SUV to have 310-mile range



OFFICIAL PICTURE



AUDI HAS CONFIRMED it will launch an electric SUV by 2018 as a rival to the Tesla Model X.

Expected to be badged Q6, the new vehicle is based on the same MLB platform as the new Q7. However, it eschews an internal combustion engine in favour of electric motors and a battery pack, which could have a capacity of up to 100kWh.

Audi tech chief Ulrich Hackenberg revealed that the target range for the new SUV is 500km (310 miles).

Audi chairman Rupert Stadler told Autocar the regulations in eight US states requiring 15% of all new vehicles sold to be electric by 2025 mean that premium car makers will have to "build a range of all-electric vehicles".

As Tesla has established, it is customers at the top of the market who are most in tune with the idea of limited-range electric vehicles.

Tesla's Model X is due on sale later this year and is a

seven-seat SUV based on the Model S saloon.

The Model X's range is expected to be about 270 miles when equipped with the largest 85kWh battery pack.

Hackenberg told Audi's annual press conference that the Q6 was already in development and final styling would take much from the recent Prologue concept car.

A single darkened image of the Q6 was flashed up on screen at the press conference.

AUDI Q1 ON COURSE FOR 2016

The Audi Q1, due next year, will be built at a new factory that's under construction at the firm's Ingolstadt HQ. The Q1 will sit on the smallest version of the MQB platform, suggesting it will be an upmarket machine with a price to match.



FOCUS RS MAY GET UK TUNING

The Ford Focus RS could get "different tuning values" for the UK, according to Dave Pericak, head of Ford Performance. The hardware, which features conventional gas dampers with two adaptive settings, will be the same in all markets.



PARK WHERE MY FRIENDS CAN SEE IT, DADDY



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PureTech PEUGEOT RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 2008 Range are: Urban 32.1–68.9 (8.8–4.1), Extra Urban 54.3–85.6 (5.2–3.3), Combined 43.5–76.3 (6.5–3.7) and CO₂ 150–96 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. To finance your lease/purchase we may introduce you to a limited number of lenders. *Passport Personal Lease: A guarantee may be required. Over 18s only. Written quotations available on request from Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Example based on the 2008 Active PureTech 1.2 VTi including pearlescent paint, customer initial payment £3,363, £500 Peugeot initial payment contribution and optional final payment £6,715. 37 monthly payments payable. Annual mileage 6,000 miles. Excess mileage charges may apply. If you choose to pay the optional final payment, you can pay an annual payment equivalent to one of your monthly payments but will not own the car. Ownership is possible with Passport, ask your Dealer for details. Peugeot Motor Company Plc is acting as a credit broker and is not a lender. Offers apply to vehicles ordered by 31st March 2015. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

PEUGEOT 2008

MOTION & EMOTION



PEUGEOT

Confidential

A MERCEDES-BENZ smaller than the A-Class is possible, according to design chief Gorden Wagener, but that doesn't mean one will make production. But with the desire for ever more premium smaller cars, you shouldn't bet against it, he said.

THE V8 FORD Mustang will get Line Lock – a system that helps the driver to do burnouts by locking the front brakes for 20 seconds – as standard in right-hand drive form in all but one market. Australia's so-called 'anti-hoon' laws mean that burnouts are illegal.



IT IS "STILL in discussion" whether the next-generation BMW 1 Series will be rear or front-wheel drive, according to Christopher Wehner, head of product management for small and mid-size vehicles. What is certain is that there will be a variety of xDrive four-wheel-drive models, because "four-wheel drive is so important for Europe, US and even China".

WEHNER ALSO SAID that although there could be potential for a BMW 2 Series Gran Coupé "at a later time or in new generations, there will definitely not be a 2 Series Gran Coupé in the near future".

THE NEW CITROËN Advisor website – which allows customers to rate dealers as they would holidays on Trip Advisor – has had more than 6000 reviews posted since it was launched in France at the end of 2014. The concept will shortly be rolled out in the UK and is rated by the firm as a huge success. Citroën boss Linda Jackson said: "Ninety-five per cent of the reviews are four and a half stars out of five, but the real win is that we can get in contact with anyone who is dissatisfied immediately and sort out their problem."

SPY SHOT
SKODA SUV

Skoda plans large SUV

Czech firm will launch a "more refined" rival to the Hyundai Santa Fe next year

These are the first pictures of Skoda's new large SUV, which is due to be launched next year.

The new model is based on the largest version of the Volkswagen Group's MQB platform and is set to be a derivative of VW's own CrossBlue SUV, due to be launched in the US this year.

In these spy pictures, the MQB chassis of the new model is hidden beneath the body of a long-wheelbase version of the Yeti, which is sold in China.

The as-yet-unnamed Skoda

SUV will be a class up from the VW Tiguan and insiders suggest it will measure about 4.6 metres in length. It will be offered with five-seat and seven-seat configurations, and with front-wheel drive or all-wheel drive. Diesel-electric hybrid technology will also be offered.

Its four-cylinder engine range will be borrowed from the new Skoda Superb, which was revealed at the recent Geneva motor show. A 1.6-litre turbodiesel will be the base unit, and no engine will be larger than 2.0 litres.

The new model is understood to be positioned as a more refined rival to the Kia Sorento and Hyundai Santa Fe. Skoda technical chief Frank Welsch previously described the new SUV as "the right concept for Skoda. It works perfectly with our brand values".

There is currently a full-size clay model of the new SUV in Skoda's design studio and, as these pictures prove, early engineering work is now under way.

Skoda design chief Josef Kaban has previously said:

"Larger Skodas like this will employ bolder, more provocative styling, different from the mainstream."

Skoda is also plotting a third SUV, which will be a similar size to the Skoda Yeti. The new model is expected to form part of the Yeti family but adopt a more traditional SUV appearance. The Yeti itself will grow in size slightly in its next generation and switch to an MQB base. A sporty Range Rover Evoque-style SUV has also been hinted at by Skoda insiders. **MARK TISSHAW**

Honda rules out shift to sportier look

THE DESIGN OF Honda's cars will continue to emphasise practicality over head-turning looks, according to the company's chief operating officer, Tetsuo Iwamura.

Honda's return to the sports car and hot hatch arena with the new NSX and Civic Type R had raised suggestions that the brand would adopt more sporty styling across its range, but Iwamura scotched the reports.

"Our styling principles have been about achieving maximum space for the driver

and passengers while trying to create powertrains that can sit in the minimum space," he said. "Above all, our focus is on good visibility for anyone in the car."

"Accordingly, our styling is a bit different from that of some of our rivals. Our principles are focused on visibility and the trends, according to current styles. That is the way Honda thinking is. We are not shifting direction up, down or sideways. Our design is accepted by our customers and we will stick to those principles."



'POLARISING LOOK' FOR LEXUS

The next Lexus CT is likely to get more radical styling like the angular look of the NX. Lexus's European chief, Alain Uytendoven, said: "That polarising look is probably the direction our products will take in general." See p48 for more.



KADJAR SHUNS 0.9 TRIPLE

Renault's new Kadjar could "in theory" accept a 0.9-litre three-cylinder engine, but the company has no plans to fit it yet. The line-up of 1.2-litre turbo petrol and 1.5-litre diesel engines suits it fine for now, according to company sources.



Last year's FT-1 concept previewed the new Supra



Supra name to return as To

Toyota and BMW's joint sports car project is set to spawn two different-sized four-wheel-drive hybrids that

BMW and Toyota are planning to spin two different sizes of vehicle off their ongoing joint sports car project, allowing engineers from the two companies to deliver the next generation of Z4 and the return of the Supra name respectively.

The original deal to work together on a mid-size sports car was announced in 2012. Few details have been released since then, but BMW did confirm late last year that the project had entered the "concept phase" and that a technical feasibility study had been "successfully completed".

Senior sources have now confirmed further details, including where the car Toyota produces will sit in the firm's product line-up. Speaking at the Geneva show, Toyota Europe vice-president and product planning chief Karl

Schlicht said: "The intention with the new car is for it to sit above the GT86. It doesn't replace that model; the GT86 goes on with its own mission."

That positioning tallies with the return of one of Toyota's classic sports car names. While the Celica badge has traditionally been used for models of the GT86's size, the Supra name would give the firm a mainstream sports car flagship. It also allows the new car to be considerably more expensive than the GT86, reflecting what is likely to be a complex powertrain and high-tech construction.

As Autocar revealed last year, the two models are likely to feature a hybrid four-wheel drive set-up incorporating a BMW petrol engine and electric motors whose energy is stored in supercapacitors. BMW is understood to be bringing its

expertise in construction to the project, with the new sports car likely to follow the existing i3 and i8, and the forthcoming 7 Series, by making use of carbonfibre in its architecture.

Toyota's most recent sports car concept, the FT-1, could be seen as a preview for the Japanese brand's offering. Its 4.6m overall length is broadly the same as that of the last Supra, which was withdrawn from sale in 2002.

A model of this size would also be significantly larger than the existing Z4, but Ian Robertson, BMW's board member with responsibility for sales and marketing, has stated that the two manufacturers have come up with a proposal that can satisfy different areas of the sports car market.

"The one thing we're clear on now is that a platform for both companies can work," he said.



Supra badge was last seen in 2002 on this big six-cylinder coupé



BMW's version of the new joint venture model will replace the Z4

SPY SHOT
BMW M2

E30 M3 to inspire new M car

BMW IS LOOKING to the ever-popular E30 M3 for design inspiration for a future M car project, according to BMW Group design director Adrian van Hooydonk.

"The E30 M3 has a really big fan base, and we are going to be taking cues from it for a future product," he said.

Hooydonk wouldn't elaborate on which model might get the E30 M3 treatment, but it's likely to be a special edition of the upcoming BMW M2 (above) that could be released to celebrate the

company's 100th anniversary next year.

The M2, which is set to be launched at the end of this year, has already been spotted testing. It is expected to get more than 370bhp from a new 3.0-litre six-cylinder engine that is unrelated to the powertrains fitted to the bigger M3 and M4 models.

Key design cues that could reappear on an E30-inspired M2 include the distinctive wheelarch crease and wing. Any aerodynamic devices will be fixed. "With M cars, we try to

get the downforce right without moveable aero. It's the most authentic way," said Hooydonk.

Weight saving will also be key. M cars already feature carbonfibre and composite plastics, but Hooydonk said: "I'd have to give Colin Chapman the credit for the 'performance through light weight' mantra, but that was another big factor for the E30, and that is also a priority for us."

With the existing M235i coupé weighing 1535kg, a lightweight M2 should come in at closer to 1400kg.

Toyota's Z4

won't be direct rivals for each other

"The cars in themselves don't actually need to be positioned the same. The platform can spawn two positionings.

"The concept works, the platform can deliver and now we have two proud sets of engineers – one group German, one group Japanese – who are each fighting and arguing for the car they want."

When asked if the platform was scalable, to allow for the sort of difference in wheelbase that there could be between a Supra and a Z4, Robertson said: "Gone are the days when one platform was one platform. Most of our platforms are scalable these days."

Robertson also said that no decision on production had been taken, but he suggested that a single factory would be used for both cars. "One part of the next phase will be deciding who builds the

car – which company and in which country. We need to find out where the markets are and whether the biggest markets are the same for both companies." It's thought that a plant in the United States or Europe is more likely to be used than a facility in Japan.

Toyota's luxury brand, Lexus, does not currently have access to the joint sports car program, but senior company officials have refused to rule out the idea in the longer term. "Toyota is next door," said Lexus's European boss, Alain Uytendoven. "We are one company and our head is Akio Toyoda, and we could do it. Right now, we are not going to have a common platform between BMW and Lexus. Purely speaking, though, we have access to everything which is Toyota."

JOHN McILROY



BMW plots touchscreen tech

BMW IS SET to offer touchscreen infotainment systems in the near future, BMW Group design director Adrian van Hooydonk has revealed.

"We will see some big steps in how you operate the vehicle," he said. "Voice control and head-up display is a big part of that. But using an iPad on the sofa is easier than when you're on the motorway. This is a challenge we're working on. There will be a role for rotary-controlled iDrive for the foreseeable future, even as we introduce touchscreens."

Using touchscreen technology will affect the design of BMW interiors, although Hooydonk rejected the idea of a Tesla-style flat, one-piece touchscreen dash.

"A touchscreen is a big surface, and as designers we don't like to see big, flat surfaces," he said. "However, flexible screens are around the corner, and we are pushing for that. We are dreaming of a seamless integration between display and shape."

It was not confirmed how far away curved touchscreens might be, but it's feasible that they might

first appear on future i cars. Hooydonk referred to the i brand as a "think-tank that encourages us that big leaps are possible and helps us prepare for what might come. We want to keep the think-tank alive".

Hooydonk added: "Voice and touch control are things that will happen, and we want to make sure that our customers get the best. I believe that new technology will allow us to take bigger steps in the design of interiors as well."

"There will be a transition period, but we will go to touchscreen control."

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†Four-year warranty applies to new vehicles when ordered from a UK Renault-approved dealer. Warranty up to 4 years/100,000 miles (whichever comes first). For full warranty terms and conditions visit www.renault.co.uk/warranty. *Monthly payment shown based on £1,321 deposit, 48 monthly payments of £149, and an optional final payment of £5,023 (Excludes Expression and Renaultsport models). **Service package available for £199 when the vehicle is ordered and registered by 31 March 2015. Visit renault.co.uk/servicepackage. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply. Our dealership introduces customers to a limited number of financial providers including RCI Financial Services Ltd. Offer based on 6,000 miles per annum, excess mileage 8p per mile inc VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered and registered between 2 March and 31 March 2015. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595.



SPY SHOT
VW TIGUAN



VW Group plans product onslaught

Three-platform strategy will bring a new model bonanza for the group's brands in the next two years

The Volkswagen Group is planning a new model blitz over the next two years, the first part of which will usher in 50 new and revised vehicles by the end of 2015.

The VW Group's extensive model roll-out is underpinned by the development of three basic vehicle architectures: the MQB for smaller models, the MLB for larger executive models and the MSB for rear-wheel-drive cars.

One of the most important models will be the all-new Audi A4. VW Group boss Martin Winterkorn revealed that the new A4 will arrive in the "last three months" of this year. A facelifted Porsche 911 is also on the way, as is a new VW Tiguan.

In a bid to turn around its ailing US operation, the VW brand will launch a facelifted version of the US-market Passat this year, a long-wheelbase Tiguan for the US and the production version of the seven-seat CrossBlue SUV.

The new A4 will be based on the MLB platform, which uses both steel and aluminium in its construction and is

assembled with welding, rivets and adhesives. The first car to arrive on this architecture was the new Q7. The A4 is expected to be the smallest model based on this platform.

At the VW annual conference last week, Winterkorn said the ability to build different models from different brands "bumper to bumper" on the same three basic production lines will eventually significantly reduce costs and improve profits.

Although the cost of engineering and rolling out the three architectures has been high, Winterkorn said the VW Group would reap "significant" rewards from that investment during the next few years.

He said some 2.7 million VW Group models – 15% of all production this year – will be based on the MQB architecture. This will leap to seven million models by 2018.

Winterkorn pointed out that 30% of Skoda's models are based on the MQB platform and the Czech brand is enjoying 7% profit margins, well ahead of the VW brand's 2.5%.

The three 'modular toolkits'

will allow production to move closer to where the cars are sold. The VW Golf and new VW Passat are already being built on the same production line in a new German MQB factory.

Today, VW has 18 plants running MQB production lines. This will rise to 29 by next year.

The transverse-engine MQB architecture will be used for models from the upcoming compact Audi Q1 SUV and Golf through to the new Passat and up to the new seven-seat SUV, which will be launched in the US late next year.

The MLB architecture will underpin all of Audi's vehicles from the A4 to the Q7, as well as the upcoming new A8. It will also be used for the next Porsche Cayenne and the new Bentley Bentayga super-SUV.

Porsche is leading development of the MSB platform. It will underpin all future front-engined Porsches as well as the next generation of Bentley road cars, including the expected production version of the EXP 10 Speed 6 sports car concept.

HILTON HOLLOWAY

VW Group sales: who did what in 2014?



THE VOLKSWAGEN GROUP sold 10.217 million vehicles globally in 2014 and its profits before tax rose to €14.8 billion (£10.5bn), up 19% on 2013. Overall profit margins rose to 7.3%, up from 5.9% in 2013.

Of the VW Group's 12 brands, Porsche showed the greatest relative year-on-year progress, with sales up from 155,000 to 187,000.

The VW brand itself sold 6.119m cars globally, up 1.6% on 2013, but operating profits slipped by 14.4%.

Skoda shifted 1,049,682 cars and its profit margin rose from 5.1% to 7.0%.

Seat remains in the red, even though 2014 sales rose by 10% to 394,860. Its 2013 losses of €151m (£107m) were trimmed to €127m (£89.8m).

Bentley sold 11,033 cars in 2014. Operating profits edged up to £170m, although the profit margin slipped slightly to 9.7%.

Audi's sales rose 10.1% to 1.744m but profit margins fell from 10.1% to 9.6%. **HH**

ELECTRIC PORSCHE PLANNED

The Volkswagen Group has hinted that its Porsche brand will launch a battery-electric model in the next few years. The group is also planning to introduce a hydrogen fuel cell model under the VW, Audi and Porsche brands.



DIESEL FIGHTBACK STARTS HERE

The Society of Motor Manufacturers and Traders (SMMT) has teamed up with major car makers to launch a nationwide campaign to challenge what it calls the "increasing demonisation of diesel" as a fuel for cars.





SPY SHOT
McLAREN SPORTS SERIES

McLaren completes its three-

Two members of McLaren's new entry-level Sports Series will be unveiled in New York next month

McLaren Automotive will next week put the finishing touches to the three-tier model line-up that it has been building since unveiling the 12C, the first of its contemporary car generation, four years ago.

Two new models from McLaren's entry-level Sports Series will be unveiled at the New York motor show next month. They will be priced at about £140,000. Like all other McLarens, they will be mid-engined, based on a carbonfibre tub and powered by a 3.8-litre twin-turbo V8. Power outputs

will be in the 500-horsepower range, so their model numbers will start with '5'.

The cars' debut means McLaren can at last offer models in each of the categories it has identified: Sports Series (the forthcoming '5' family), Super Series (650S and the newly revealed 675LT) and Ultimate Series (P1, P1 GTR and their future siblings). The 12C, which McLaren said would continue in production, has been dropped because buyers prefer the newer models.

"We've been working at this plan since the company

began," said CEO Mike Flewitt. "The only car we didn't plan and agree is the P1 GTR, which is a track-only model we'll sell to existing P1 owners. Everything we do in future will fit into this structure."

The debut of the Sports Series cars will bring another jump in McLaren production, said Flewitt, but he insisted the company is "about exclusivity, not volume". McLaren expects to sell around 1700 to 1800 cars this year, but output will rise beyond 3000 when the Sports Series is established.

"We should peak at about



New McLarens have a mid-mounted 3.8-litre twin-turbo V8 engine

Plug-in hybrid X5: 0-62 in 6.8sec, 19-mile EV range

OFFICIAL PICTURES



BMW HAS REVEALED details of the new plug-in petrol-electric X5 xDrive40e ahead of its launch at next month's New York motor show.

The hybrid X5 employs a 2.0-litre turbo petrol engine with 242bhp and 258lb ft, plus an electric motor, sited in the forward section of its eight-speed automatic gearbox, that produces 111bhp and 184lb ft. Combined system output is 309bhp and 332lb ft.

The electric motor draws energy from a 9kWh lithium ion battery. The rear-mounted battery reduces boot space by 150 litres to 500 litres. The recharging time is put at just under three hours.

The new BMW offers three driving modes: Auto eDrive (in which the electric motor supplements the petrol engine), Max eDrive (exclusively electric power) and Save Battery, which

maintains the battery's state of charge for later use.

BMW quotes a 0-62mph time of 6.8sec and a top speed of 131mph. The electric range is 19 miles at speeds limited to 75mph. Combined economy is 85.6mpg and CO₂ 77g/km.

BMW says the X5's chassis has been retuned for the xDrive40e. Among the standard equipment is adaptive damping and self-leveling rear air suspension.

NEW MERCEDES GLC SPIED

Sheet metal of the new Mercedes-Benz GLC has been exposed in spy shots ahead of the car's summer launch. The GLC is a BMW X3-sized SUV that will be offered in the UK for the first time. The previous version was left-hand drive only.



BENTAYGA LOSES ITS DISGUISE

The Bentley Bentayga is continuing to shed its camouflage ahead of its expected debut in close-to-production concept form at the Shanghai motor show next month. It's due on sale next year at a price expected to be north of £130,000.





Entry-level Sports Series model names will start with a '5'

tier range

4000 units when the market is mature," said Flewitt. McLaren currently sells its cars through 72 dealers worldwide and expects to build that to 100.

Meanwhile, the company has finished building its 375 P1s, will complete 40 P1 GTRs (orders closed last week) and is turning its attention to its next Ultimate Series car.

"I've always said we won't want to make a P1-and-a-bit," Flewitt said. "The next Ultimate Series McLaren has to take a very significant step over what we have."

"There are several

directions we could take. One would be finding ways to get more weight out of the car's structure. Another would be to take advantage of more power-dense battery packs if they became available. And there's always the promise of better aerodynamics and better software. But it could take 10 years. After all, the leap from F1 to P1 took 20."

Flewitt also scotched the idea of a McLaren SUV. "We have no such plans," he said. "We're totally committed to making sports cars."

STEVE CROPLEY



New classic show

MORE THAN 300 classic and vintage cars will be on display at Alexandra Palace in London this October, as Autocar sister title Classic & Sports Car announces its first public show.

The event will take place from 30 October to 1 November. The show

is timed to coincide with a number of motoring events in London, including the London to Brighton veteran car run, the Regent Street motor show and the Bonhams veteran car auction.

Tickets for the show will go on sale in June.



Tester's Notes

Matt Prior



Tobias Moers calls Lotus CEO Jean-Marc Gales "just a numbers man"

"What do you think about Lotus?" asks Tobias Moers, boss of Mercedes-AMG. We didn't bring it up, I swear. But we're a table of British journalists on the C63 launch and Moers wants to know.

Pretty hard going, a couple of colleagues and I tell him. The new Evora has plenty of power and numerous new bits, but it's a lot of money and not as 'new' as we thought it might be. Lotus's management reckon they'll make money this year – which would be remarkable – and sales are up encouragingly. The company still makes some great-handling cars, but it has let a lot of engineers go, so what's the plan and budget for new models?

Moers doesn't just want to listen, though. He wants to say, which is much better. But he isn't particularly positive. He says he wouldn't buy a Lotus because he fears whether the company will still be around in five years' time. "In my opinion,"

Could Aston make a decent custodian for Lotus? Mercedes-AMG boss Moers nods

he says, "the only way for Lotus to survive is to get close to another manufacturer." Then he dismisses the current CEO, Jean-Marc Gales, who was global sales director for Daimler for three years, as "just a numbers man".

Every few months, Moers travels from AMG's base in Zuffenhausen to visit Aston Martin's headquarters in Gaydon. Daimler has a 5% stake in Aston, and Mercedes-AMG is supplying a range of V8 engines for Aston Martin's next generation of models. By

all accounts, the arrangement seems to be going pretty well. Could Aston make a decent custodian for Lotus? Moers nods. "I already told that to Ian [Minards, Aston's product development director]," he says.

● One lingering thought from the Geneva motor show, whose news has otherwise mostly now passed. If you are a car maker who populates your motor show stand exclusively with female models, I am going to assume one, or more, of the following three things.

One, that you think your car is so uninteresting that no one will deign to look at it unless a model is standing next to it. Two, that you think I'm so shallow and vacuous that I won't be interested in looking at or writing about your car unless there's a model standing next to it. And three, that when you say you're serious about encouraging women to study science, engineering or business and to join and succeed in what is a transparent, equal-opportunity car industry, you're totally full of it. Because if that last point were true, at your company's most public event of the year, you wouldn't make your highest-profile female workers the ones who are employed only for their ability to stand and pose. So which of those three is it? None reflects particularly well on you.



Some companies still use exclusively female models at car shows

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A Week In Cars

Steve Cropley

Unconfrontational
Celerio impressed
on a 400-mile trip



MONDAY

Who'd choose a boxy, 67bhp, three-cylinder Japanese car for a 400-mile round trip, London to Deeside, if more powerful options were available? I would, if the car were decent. The choice this time was a Suzuki Celerio, one of which will soon join our long-term fleet, as well as starring in next week's road test. Ahead of these verdicts, let's just say the Suzuki is compact, willing, cheerful and unpretentious. And it has perfect brakes, before you ask.

Finding reasons for liking affordable small cars is easy. Important to me is that they let you opt completely out of the 'testosterone challenge' that colours every yard you drive in an Audi R8 or BMW M3. Another plus is the ability to zip unhindered through gaps small enough to stop even a Ford Focus. But this Suzuki's most beguiling quality is its sheer willingness. There's something life-affirming about attacking a long gradient at 5000rpm and 70mph in fourth and discovering how gamely the little engine will carry that speed right to the top. Weird though this may sound, in a car five times the price and power, you're only faintly impressed

The Celerio is compact, willing, cheerful and unpretentious. And it has perfect brakes

when it crests the same hill going 50mph faster.

WEDNESDAY

Very impressed with car bosses of the UK, who came out fighting in a central London meeting today in support of the cause of cars with diesel engines. They're already selling

super-clean Euro 6 diesels despite the fact that new regs don't force them to do so until September. If you read the Sunday papers, you'll know that, as a type, diesels have been tarred and feathered recently, principally because, according to academic research, their particulates and nitrogen oxide emissions are deemed to be "killing our children".

The key point is that these latest-gen car diesels are massively cleaner than their ancestors. Emissions of particulates have fallen 96% since 1996, while output of NOx has fallen 84% since 2000. No one pretends that the job is done (not least because old-tech cars will live a long life on our roads), but it's now perfectly true to say that in places like

London, drivers can make a big contribution to clean air quality by buying a new diesel car.

THURSDAY

Talk of the devil. Took my first drive in the new 1.5-litre Ford Focus diesel and found it pokey, smooth and quiet. Seems to me it obeys the practical rule that will persuade consumers to choose such engines: it's as desirable as it is environmentally responsible.

SATURDAY

The return of warmer weather brings a welcome reduction in differences of opinion between me and the Steering Committee – when we're reversing out of our drive in the Range Rover Sport, anyway. When it's cold, the missus is inclined to jump into the car, which I've just started, and make a lunge for the seat heaters, which you actuate via the screen. However, her urgent desire for a warm bottom tends to get interrupted by the fact that I've just selected reverse, which means an image from the rear-facing camera takes over the screen, delaying actuation of the seat heaters. If JLR's systems engineers only knew the difficulties this causes, they'd fix it fast.



Can Brawn be lured back to F1?

SUNDAY

Formula 1 is back, none the worse for its three months off. Bernie is in his smoked-glass motorhome and all is right with the world. Or nearly all. One regret I have is that although F1 has several jobs tailor-made for him, there's no sign of Ross Brawn, architect of so much success at Benetton, Ferrari, Honda, Brawn and Mercedes.

Martin Brundle, who knows Brawn well, reckons there's one last F1 campaign in this high-achieving technical director, gardener and fisherman, but any offer would have to allow him to operate strictly on his own terms. Maybe today's team owners are too headstrong to cede the required authority, but I'm not giving up hope yet.

And another thing...

Time for our storming Pug RCZ R to depart the stable. Amazes me that in all the time we've had it, no other manufacturer has matched its exceptional 1.6 turbo engine for its mix of docility versus power.



steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars

Porsche Cayman GT4

9.3.15, Portugal Weissach gives its mid-engined two-seater the hardcore GT treatment. Is this the best Cayman yet?

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It's "old school, but not outdated". That's how Andreas Preuninger, gaffer of Porsche's GT cars, thinks the new Cayman GT4 feels. And, as we'll discover, he's not wrong.

I suspect Preuninger is a man unaccustomed to being wrong, but nonetheless he and his Porsche colleagues felt they took a risk when launching this car. They genuinely weren't certain there was a market for a £64,451 Cayman that had received the 'GT' treatment – the go-faster specialism of Porsche's Weissach-based team.

But the fact is that if you left it until the GT4 was officially announced to try to secure one of fewer than 200 that are destined for the UK, you were too late by the order of months, and that suggests that there was quite a demand for it after all.

As well there might be. The Cayman GT4 is the first Cayman to have been gifted more power than a contemporary 911. In short, it has a current 911 Carrera S engine – a 3.8-litre flat six, making 380bhp. The powerplant has been spun through 180deg from its rear-mounted 911 home to sit in the middle of the Cayman, from where it drives the back wheels. It has a 1.4kg-lighter flywheel and some ancillaries have been relocated, but

internally it is precisely the same as it would be in a Carrera S.

It drives through a standard Cayman GTS six-speed manual gearbox – and here there's no PDK dual-clutch automatic option. The PDK is heavier and a manual is 'old school', you see. Noisy criticism of the new 911 GT3's PDK-only methodology hasn't gone unnoticed at Weissach, says Preuninger.

The rest of the GT4's hardware changes are somewhat more bespoke than the dropping in of a different engine. Let's take it from the front backwards. The GT4 is 34mm longer than a standard Cayman, because the nose is bigger. The engine demands more cooling, and reprofiling of the front end has allowed the GT4 to be the first Cayman to generate genuine downforce both front and rear.

The front suspension comes from the current 911 GT3, it sits 30mm lower than a standard Cayman and has a 13mm-wider track. Thus lowered, and adorned with 20in alloys, to my eyes the GT4 is the best-looking Cayman in the car's history.

Inside, quite a lot of weight has been removed and quite a lot of Alcantara has been added. Both fine ideas, by my reckoning, as is the shortening of the gearlever by 20mm.

Then comes that engine and



Reprofiled front end adds length, aids cooling and brings aerodynamic downforce

gearbox and the rear suspension. None of this can come from a GT3 because, if the engine did, the induction system would encroach into the cabin. Not a bad thought in theory, but probably quite tiresome in practice. The suspension can't come from a GT3 either, because that has a multi-link rear set-up rather than the Cayman's all-round MacPherson struts. However, the GT4's struts are ball-jointed for additional precision and wear lower arms from the GT3's front suspension.

Finishing it all off are the largest rear wing ever to adorn a Cayman (see sidebar, p31) and a freer-flowing

exhaust. All done, the weight is virtually the same as that of a Cayman GTS, at 1340kg unladen.

There aren't many options, but our car came with the most significant: a £2670 Clubsport pack that brings a roll hoop, six-point harnesses and a fire extinguisher. Specify it and you also have to specify £1907 seats first seen in the 918 Spyder.

Those tremendously supportive seats and bags of Alcantara hint at the fact that this is an old-school driver's car, as does the perfectly round, unadorned steering wheel. The fairly fierce exhaust bark when you twist the key completes the →



The GT4 shares its engine with the 911 Carrera S and its front suspension with the 911 GT3; wheels are 20in, wing is adjustable



Weight has been removed, but the Alcantara-trimmed cabin makes for an ideal driving environment. Steering wheel is devoid of controls; shorter gearlever aids precise shifts



← effect. The gearshift is precise and positive, the engine response sharp. Not as sharp as a 911 GT3's, but sharper than any other Cayman's. Ease up the clutch and you're rolling.

Rolling with some firmness, you'll note, but not harshness. The Michelin Pilot Sport Cup 2 tyres are 245/35 ZR20s at the front and 295/30 ZR20s at the rear.

Even on the softer of two adaptive dampers settings, the body is impeccably controlled, but that's not surprising. Porsche says the softer setting was developed for the Nürburgring. The firmer is for more modern, smooth racetracks. Neither is tuned for high-street pootling.

This, then, is a track-focused car, but don't think it fails to reward on the road. For one, it's impressively fast, not only because of the engine's 380bhp at 7400rpm but also because of the 310lb ft it makes from 4750rpm. The gearing is the same as that of the Cayman GTS, but because of the extra torque (the GTS makes

280lb ft), the GT4 always feels more urgent and never so leggy.

Then there's the engine and gearbox responses, which are slick. And there's the steering and chassis. The GT4 communicates so well on each of these levels that it's easy to break its facets down and consider them separately. Analysing the GT4 is like listening to a great talker on technical subjects – someone who can make something complicated seem extraordinarily simple.

The GT4 is so coherent, so capable and so communicative that it's ridiculously easy to assess its constituent parts. The steering, gearbox, brake response and throttle response are all so precise, predictable and linear that the GT4 is a tremendously rewarding car at any speed. Not as raw as you might expect for a car with a GT badge, but a significant enough leap over the £10,000 cheaper Cayman GTS.

Porsche says the GT4 is a track car, though, so we took it to a racetrack.



On track, the Cayman GT4 is fast, agile, beautifully balanced and throttle-adjustable

And what do you know? Porsche was right. This is one of those cars that, within a few minutes on a circuit, has you wondering just how high it would come on the list of best driver's cars you've ever driven. If I discounted all other Porsches, it would comfortably sit inside my top 10. Include cars that have 'GT3' and/or 'RS' elsewhere in their names and it's still not hovering that far outside.

Every aspect of it is impressive. The engine is strong at all revs but

spins with clarity – and quite some noise – up to a near-8000rpm soft limiter. Upshifts are a pleasure, and heel-and-toe downshifts are easier on the circuit than the road, but it'll even blip for you, if you let it. Don't, though; this is old school, remember. Only the shift from third to second can be slightly awkward, if you're rushing it, but you get the hang of that too, and from then on this is a perfectly reliable track partner. Its brakes – carbon-ceramic by

The full force — and the law

THE CAYMAN GT4 generates downforce both front and rear. It would, and can, generate even more than it does but for the fact that it would make the car illegal should anyone really, *really* care to notice.

The problem is with the rear wing, which, although large, has its size and position limited by pedestrian impact regulations. Furthermore, it cannot be legally placed into certain positions on its adjustable bracket, because it would then be too hard to see the high-level brake light.

Porsche suspects you might do it anyway — and of course

adjusting it upwards for use on track breaks no laws at all.

However, given that in one position it generates a certain amount of downforce and in another a higher amount, Porsche worries that by adjusting it you'll upset the overall aerodynamic balance. So beneath the car, behind the front splitter and just in front of the front wheels, are a pair of inserts that, when unscrewed and removed, increase downforce marginally at the front, too.

So wing down, inserts in; wing up, inserts out — and don't mention it at the MOT centre.



Despite its firm suspension, the precise and communicative Cayman GT4 is rewarding to drive on the road

option — offer tremendous stopping power and feedback in either form. The ceramics resist for longer, but both set-ups have good pedal feel and retardation. The GT4 corners with extraordinary agility and tremendous lateral grip, too.

On the standard suspension, there's a touch of understeer early in corners and a touch of oversteer later on, but mostly this is an extremely neutral car. Any front-end push can be quelled with a throttle lift or a trailed brake. Serious tail-out antics are reserved for first or second-gear corners, and only then with brutal applications of throttle. But the standard mechanical limited-slip differential and enhanced power and torque mean that the Cayman straightens its line under power quite happily out of any corner.

That's especially true once you start broaching the outer limits of its lateral grip, where the GT4 is beautifully throttle-adjustable and adept at telegraphing its attitude.

You can be in fourth with plenty of revs applied and deliberately alter the cornering stance with half an inch of right-foot movement either way.

The overall handling balance, meanwhile, can be altered by adjusting the anti-roll bars front and rear through three stages, which is a 10-minute job. Even more adjustment can be had than that, for toe and castor, but it affects the geometry so much that it's mostly reserved for those who want to fit slicks and only use the car on a track.

That'll be quite a few people. Like any GT 911, the Cayman GT4 will spawn a racing car — one, I suspect, that will be exceptionally fast. But for those of us content to have one of the finest road and track-compromised driver's cars in existence, the GT4 will do just fine as it is. You will only be disappointed if you were expecting the GT4 to feel like a mid-engined version of the GT3. It won't do that, quite, because the GT3 feels half a yard sharper again in terms of

both engine and chassis response.

Is that a problem? Not for me. This is an absolutely fabulous driver's car, but it does leave the question slightly unanswered. I imagine the GT4 could have been made to feel as fierce as a GT3, but then it would have cost rather more than £64,451, and Porsche's management would have been even more worried about whether people wanted one. I suspect they'll be less worried in future, though. Porsche has been openly surprised by the demand for the GT4 and is open to the idea of doing more high-demand, low-volume cars like this.

If they're all like this, good times are ahead, because the GT4's balance is where it ought to be: it's a traditional-feeling sports car of the absolute highest order. Given Weissach's form, it was never going to be anything other than fabulous. As it is, it's nothing less than the finest Cayman ever made.

MATT PRIOR



PORSCHE CAYMAN GT4

A driver's car of the highest order: engaging, adjustable, agile, fast, rewarding and beautifully balanced



Price	£64,451
Engine	6 cyls horizontally opposed, 3800cc, petrol
Power	380bhp at 7400rpm
Torque	310lb ft at 4750-6000rpm
Gearbox	6-spd manual
Kerb weight	1340kg
Top speed	180mph
0-62mph	4.4sec
Economy	27.4mpg (combined)
CO ₂ /tax band	238g/km, 37%

MANUFACTURER'S CLAIMED FIGURES

QUICK FACTS
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Audi R8 e-tron

11.3.15 Lucerne, Switzerland Latest prototype shows what to expect from Audi's electric supercar

A good deal has changed since we last drove the Audi R8 e-tron. Having come close to limited production in 2013, only to be cancelled at the 11th hour because of concerns over its range, the first generation of the battery-powered two-seater has now been extensively re-engineered.

Like all existing R8 e-tron prototypes, the example driven here is based around the first-generation R8. There are subtle exterior design changes, including active air ducts, a flat underbody and an altered rear valance, all for improved cooling and aerodynamic efficiency.

Beneath the bodywork lurks the new electric powertrain technology showcased on the second-generation R8 e-tron revealed at last week's Geneva show. This includes a patented welding process for the 52 battery modules that was pioneered on the Volkswagen XL1 and is claimed to vastly improve the thermal

properties of the lithium ion battery cells. And whereas the earlier R8 e-tron used a 48.6kWh lithium ion battery, the new one gets a 91kWh unit. It also operates at a higher 3.6 amperes, compared with 3.2 amperes previously, giving greater discharge ability for better acceleration.

The new R8 e-tron is driven by a pair of electric motors that act exclusively on the rear wheels and deliver a combined 456bhp, some 80bhp more than before. Torque has also increased by 74lb ft to 679lb ft, all of which is unleashed the moment your foot brushes the throttle. Drive from the electric motors is sent through a fixed-ratio gearbox that now includes a coasting function – a feature that, Audi development chief Ulrich Hackenberg believes, should have been included from the outset.

To get under way, you hit the starter button, draw the stubby gearlever back to 'D' and release the electronic handbrake. The heavy throttle is linear in action and easily

modulated, making it easy to thread through urban traffic, and step-off performance is wonderfully muscular.

Because of the tall battery pack behind the seats and the fact that, as a result, the rear window is blanked off, the e-tron has a 6.8in monitor in place of a rear-view mirror to show real-time video captured by a rear-facing camera. Whether or not this feature

Audi claims it's good for 0-62mph in just 3.9sec. That's only 0.7sec slower than the new R8 V10 Plus



Bodywork is Mk1 R8, but this car is testing kit that will appear in the Mk2 version



At motorway speeds, the electric R8 still has plenty of potential to raise its pace progressively as required or accelerate forcefully if you prefer



Kable (on left) is told that a rear-facing camera provides video on a screen in place of a rear-view mirror; gearing is a single, fixed-ratio affair

appears on the production car is up in the air right now.

At motorway speeds, the R8 e-tron has plenty in reserve. Solid performance is just a fleeting nudge of the throttle away and a heavy dose of right foot delivers terrifically forceful acceleration, particularly in the 50-80mph range. The R8 e-tron weighs 1840kg, but the sharpness of

its acceleration gives the impression of a much lighter car.

Audi claims the car is good for 0-62mph in just 3.9sec. That's only 0.7sec slower than the new 601bhp 5.2-litre R8 V10 Plus and 0.3sec faster than the initial R8 e-tron prototype. The top speed is currently limited to 124mph, although this is likely to be increased for the production car.

There's an agreeable amount of feedback from the electro-mechanical steering, and superb traction thanks to a torque vectoring system that splits the drive between the individual rear wheels. The car's handling is satisfyingly eager yet neutral, with responsive turn-in, impressive grip and outstanding body control. The ride is rather firm, but it never feels uncomfortable.

On a run of 143 miles over urban streets, secondary roads and motorways, we used just three-quarters of the available electricity. At the end of the journey, the range-to-empty readout was showing 70.2 miles, suggesting Audi's revised 249-280-mile range claim is within reach.

The R8 e-tron is exceptionally well engineered and boasts truly impressive levels of quality. If it is a signal of what is to come, the production car planned for delivery by the end of the year should be one of the best-built electric cars yet.

GREG KABLE



R8 e-tron almost reached production in 2013; this is a radically reworked version



AUDI R8 E-TRON

Latest prototype promises a well-engineered electric supercar with a likely range of 250-plus miles



Price	tbc
Engine	2 synchronous electric motors
Power	456bhp
Torque	679lb ft
Gearbox	Single speed, fixed ratio
Kerb weight	1840kg
Top speed	124mph
0-62mph	3.9sec
Range	249-280 miles
CO ₂ /tax band	0g/km, 5%

MANUFACTURER'S CLAIMED FIGURES



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Radical RXC500

12.3.15, Silverstone Road-legal track weapon receives a turbo-induced slug of extra oomph

When we first drove the Radical RXC, it was easy to spot its weakness. So superb was its chassis balance and so eye-popping the level of downforce that it was clear the car could handle more than its 350bhp. A lot more. Now it has it with the new RXC500.

You'd think the clue was in the title but, in fact, the new car has 530bhp, courtesy of a new 3.5-litre Ecoboost Ford V6 breathing through a pair of water-cooled Garrett GT28 turbos.

Although the engine is a stock Ford part, Radical has developed the plenum intake to incorporate 12 fuel injectors instead of the usual six. Radical has also come up with its own twin-phase wastegate actuators for more precise boost management.

The rest of the car is as before, with a carbon-steel spaceframe chassis clad in composite bodywork, which, with the carbonfibre rear wing, generates 900kg of downforce at 185mph. The pushrod suspension is by double wishbones all round and

braking by fully floating discs all round clamped by six-piston calipers.

Radical's primary goal with this car is to extend its 10-year reign as holder of the Nürburgring lap record for a road car. It first broke the record in 2005 with an SR8 LM driven by Michael Vergers, who also set the existing record of 6min 48sec in the same car in 2009. The attempt will take place in August with an as-yet-unnamed driver.

In the context of a purpose-built racing car, the RXC500 is a quick, complete, forgiving and effective weapon. The extra torque as much as the power of the turbo V6 means the RXC is now able to utilise almost the full potential of its chassis. In the context of a car that has air conditioning, a comfortable cabin, full type approval and numberplates, it is something closer to a miracle.

What the new engine provides is not just an ability to run from zero to 100mph in 6.8sec but also really to bring the rest of the car to life.

Whereas the normally aspirated RXC would get you into a corner at vast speed, from the apex onwards it felt, well, a bit limp.

Not so the RXC500. With turbo power, it gathers speed relentlessly, showing more than 160mph on Silverstone's Hangar Straight before flinging you into Stowe with world-class electric power steering, just a couple of snatched downshifts and one sharp stab on a braking system. And then you can pile on the power again, forcing the car to the absolute limit, where, in this very early prototype phase, it understeers just a little too much.

The way the turbos pick up the power from low revs is remarkable, as is throttle response throughout the powerband. The engine both sounds and feels turbocharged, but Radical has done such a fine job of mapping the throttle response and torque curve that you never find yourself in the wrong gear or waiting for the power to arrive.

On the downside, the engine's sound is relatively bland, its rev range is limited to little more than 6000rpm and the Quaife sequential gearbox is clunky if driven gently.

There is no doubt that £143,500 is a lot of money and that an Ariel Atom 3.5R with all the right bits on it is still probably £60,000 cheaper and, in a straight line at least, a little quicker. But with the RXC500, you're buying an on-track ability that you'll find in no other car of a similar price. If it does lap the 'Ring in under 6min 48sec, it will beat not just Radical's own record, but the time set by the Porsche 918, too. And Radical plans to drive the car there and back. On that basis, £143,500 looks cheap.

ANDREW FRANKEL

RADICAL RXC500

In terms of lap time, the Radical RXC500 is potentially the quickest road-legal car in the world



Price	£143,500
Engine	V6, 3496cc, twin-turbo, petrol
Power	530bhp at 6100rpm
Torque	481lb ft at 5000rpm
Gearbox	7-spd manual
Kerb weight	1120kg
Top speed	185mph
0-60mph	2.6sec
Economy	na
CO ₂ /tax band	na

MANUFACTURER'S CLAIMED FIGURES



Cabin is air conditioned and comfortable but ready for business; that rear wing helps to generate 900kg of downforce at 185mph



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CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
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SL63 AMG » 560+BHP (+DE-LIMIT,
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CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
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320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

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F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
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320D E90 » 215 BHP
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Seat Leon X-Perience

12.3.15, Surrey Leon estate gets the allroad treatment with 4WD and extra ground clearance

Look past the silly spelling and the Seat Leon X-Perience makes a lot of sense. The standard Leon ST wagon is great value, roomy, practical, decent to drive and cheap to run, so it's easy to see why somebody might want all of those attributes teamed with four-wheel drive.

In the X-Perience, a new, fifth-generation Haldex clutch sends drive entirely to the front wheels in steady-state use, but up to 50% of it is diverted to the rear axle when necessary. This, combined with a ride height raised by 15mm and a 28mm improvement in ground clearance, gives the X-Perience moderately useful off-road ability to go with a towing capacity of up to 2000kg (on the manual car). The load bay remains unaffected and still offers a healthy 587 litres of space with the rear seatbacks in place.

For all that, emissions and economy are still very good, with both this manual-only 148bhp

version of the 2.0-litre diesel and the automatic-only 181bhp range-topper achieving 129g/km of CO₂ and 57.6mpg combined.

To drive, the X-Perience doesn't feel much different from a standard Leon ST, and that's no bad thing. There's more body roll, but it's progressive enough not to be a problem. Perhaps more noticeable are the pitch and dive, along with a touch of body float over undulations, but even that's easily ignored.

The steering is light and never feels very communicative, but it weights up progressively at speed and offers enough feedback to give you confidence while still making easy work of car park shenanigans.

Despite that softer suspension, the ride is a bit more unsettled than that of the standard cars. It's nothing you'd call uncomfortable, but it can jar over heavy mid-corner ruts and feel busy over high-frequency bumps and ripples. Still, it settles enough to make this a relaxed cruiser, and

the engine helps to give the car good motorway legs. The familiar engine actually gets a touch more torque in this case than the equivalent unit in other Leons, and it serves up a hefty mid-range punch that makes fast, smooth driving really easy. Given that this is a car that's undeniably non-sporting in its intentions, the 181bhp model is probably only worth the extra cash if you really want the automatic transmission.

Refinement has definitely suffered in the name of added ruggedness, though; there's a bit more suspension noise than in the Leon ST, and road roar is much more noticeable on the motorway. Engine and wind noise, meanwhile, are generally easily ignored.

The interior remains unchanged, so it is as practical as that of any Leon ST. Unsurprisingly, it's short of the outright roominess of a Skoda Octavia Estate, but it will still cope with four people and lots of luggage with ease. It also gets loads

of equipment even in SE trim (the cheaper of the two specifications available), although you have to pay extra for sat-nav unless you opt for SE Tech, as tested here.

If you're after a spacious family estate that'll handle dirt tracks, muddy yards and the odd damp grass slope with more aplomb than your average front-drive wagon, this is well worth a look. Mind you, be sure that the standard front-wheel-drive car won't do the job, because it's more refined and quite a bit cheaper. But if you must have four-wheel drive, the Skoda Octavia Scout is usefully bigger and a bit cheaper, kit for kit, making it the more common-sense choice if the Leon's sharp looks don't swing it for you.

VICKY PARROTT

SEAT LEON X-PERIENCE SE TECH

Rugged, all-wheel-drive estate adds utilitarian goodness to the Leon range; some rivals are better value



Price	£26,370
Engine	4 cys, 1968cc, turbodiesel
Power	148bhp at 3500-4000rpm
Torque	184lb ft at 1750-3000rpm
Gearbox	6-spd manual
Kerb weight	1484kg
Top speed	129mph
0-62mph	8.7sec
Economy	57.6mpg (combined)
CO ₂ /tax band	129g/km, 23%

MANUFACTURER'S CLAIMED FIGURES

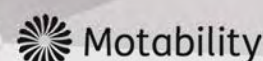


It's well equipped inside and the controls are set out neatly; there's more body roll than in a Leon ST, but it builds progressively

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Lexus NX200t

11.3.15, Surrey High-spec sports SUV outguns hybrid version with a 235bhp turbo petrol engine

It's a Marmite segment, the sports SUV class, but whether you love or hate such cars, they're increasingly popular, and Lexus wants a slice of the action with the NX200t.

Complete with a new turbocharged 2.0-litre petrol engine and six-speed automatic transmission, the NX200t is almost two seconds faster from 0-60mph than the hybrid NX300h model, but it's also more expensive.

Available only in chrome-bedecked, lavishly equipped F Sport trim, the NX200t costs just over £38,000, which seems remarkably expensive until you consider that a Range Rover Evoque Si4 costs more than £46,000 and a base four-cylinder Porsche Macan (which we haven't driven yet) won't have half as much kit yet will cost more than £40,000. So you can see what Lexus is trying to achieve here.

The NX200t is really not bad to drive, provided you just want a fairly fast SUV and not a rewarding one.

The engine is quiet at low revs, while the automatic gearbox slurs through its changes slowly but smoothly and in normal driving is generally in the right ratio and does what you expect it to. This, along with progressive throttle and brake response and fairly meaty, predictable steering, makes smooth driving really easy.

Drive with some attitude, though, and it all falls apart. Swing briskly into a corner and you wouldn't really know that the four-wheel drive system is – apparently – sending up to 50% of the drive to the rear axle rather than just to the front.

The NX understeers with gusto, just as if it were front-wheel drive only (which it is in steady-state driving), until you back off the throttle in order to point the nose back in the direction you initially hoped it would be heading.

There's little adjustability or playfulness, and although that steering weight and response are fine in everyday pottering, a

string and a cup offers about the same sense of connection.

On top of this, the engine feels strained and sounds unpleasantly whiney at high revs, and the gearbox struggles to respond promptly in fast driving. So it's quickly apparent that the sports element of the NX is really only skin deep.

The ride doesn't help, either. It amplifies high-frequency bumps and ruts, so you get continual fidgeting over coarse surfaces and thumps over expansion joints and the like. It's not overly harsh, but it rarely settles. The £750 optional adaptive dampers (not fitted to our test car) may well improve matters.

But for its straightforward rev counter, the interior of the NX200t is the same as that of the F Sport version of the NX300h, which means that you get a great driving position with electric adjustment and plenty of support from the seat.

There's also adequate space for two adults in the back, a decent-sized

boot and a real sense of quality to the cabin, although the layout and some of the materials – including what appears to be starched egg box cardboard around the steering wheel audio controls – feel overly fussy.

The NX200t simply isn't good enough to drive to justify the 'sport' tag, and there are better-value fast 4x4s, including the Audi Q3 2.0 TFSI 184, which is a mite slower but also many thousands of pounds cheaper. The far superior Porsche Macan S is only a few grand more expensive, too. At least the hybrid NX300h is an impressively cheap company car, but this turbocharged petrol NX200t – good looks aside – isn't exceptional in any area.

VICKY PARROTT

LEXUS NX200t F SPORT

Stylish and quick but a letdown to drive. There are plenty of better alternatives for similar money



Price	£38,095
Engine	4 cyls, 1988cc, turbo, petrol
Power	235bhp at 4800-5600rpm
Torque	258lb ft at 1650rpm
Gearbox	6-spd automatic
Kerb weight	1735kg
Top speed	124mph
0-62mph	7.1sec
Economy	35.8mpg (combined)
CO ₂ /tax band	183g/km, 29%



You get a roomy cabin with lots of kit and a fine driving position; there's little in the way of driver appeal and the ride can be fidgety

LUNCH



CONTROL

The first time **Andrew Frankel** drove the 986bhp McLaren P1 GTR, the stomach-churning g-forces made him nauseous. Then he had his mind blown by the sensational performance of the track-only hypercar

WORLD EXCLUSIVE



You know it's going to be a day unlike any other when you turn up at a strange circuit in the Middle East and absolutely the slowest thing available in which to learn the track before your proper drive is a McLaren P1.

I can remember being taken around Dunsfold in a P1 and becoming aware, first, of this strange yelping noise in the cabin and, second, that it was coming from me. Only after many laps of driving it myself did its 903bhp, 2g cornering limit and brick wall braking system feel even containable, let alone remotely normal.

And this is the training vehicle, the L-plate car from whose passenger seat McLaren chief test driver Chris Goodwin is now wincing as I prod and probe my way around the Losail International Circuit, just outside Doha in Qatar.

"It's easy to get lost here," he says, words of purest self-preservation dressed somewhat skimpily as helpful advice. And he's right. The circuit is fast, flat and featureless. Next time I'm out, I'll be alone and in something so quick that, at least in terms of lap time, it puts greater

distance between itself and the P1 than exists already between the P1 and the 650S. The very thought is overwhelming and that is encouraging, for were the McLaren P1 GTR to be anything else upon first acquaintance, it would be disappointing indeed.

If you're reading this, then you'll likely know at least a little of this car already. You'll probably have clocked the P1 GTR's £1.98 million price, done the maths and realised that's fully £1.1 million more even than a P1. You'll have seen that 1000PS power figure, although you'll probably not have lamented, like me, that McLaren couldn't have made it 1014PS. That would have enabled me to call it a genuine 1000bhp car, which, thanks to the always conservative way in which these figures are calculated, it undoubtedly is. But the calculator offers a rather less catchy 986bhp, and there it must stay.

Quite a lot, isn't it? Of course, it's no more than a Bugatti Veyron offered 10 years ago, but the difference is that whereas the Veyron weighed at least two tonnes, the P1 GTR has a dry weight of below 1400kg, despite its battery pack

and hybrid powertrain. Even taking a kerb weight of 1440kg, that's 685bhp per tonne.

You can see how easy it is to obsess over the bald numbers of such a car, and now that I've driven it as fast as I can make it go and until the only yelping was from the searing pain shooting through my neck muscles, I find that amusing. The performance is interesting – very interesting, in fact. But it's far less interesting than some of the other things that this car can do.

As you will know, the P1 GTR is a car conceived to do much the same job as the Ferrari FXX and its descendants, and doubtless somewhere deep in the Woking lair, there are those who are grudgingly grateful to Maranello for proving the concept of the million-pound motor car that can neither race nor be used on the road. As business plans go, it must have seemed unlikely, but Ferrari went for it anyway.

As has McLaren. It offered P1 GTRs to existing P1 owners only and snapped shut the order book when an expected sales figure of a little over 30 units breached 40 cars. Like Ferrari, it will lay on events at key tracks all over the world, train its →



Drivers of the P1 road car should find the GTR's cockpit familiar



GTR is 5-10sec per lap quicker than the P1 road car at Losail



Chris Goodwin gives Frankel some pointers

← drivers in fitness and nutrition and provide one-to-one trackside tuition for those who want it. But owners will also be able to take their cars home and do with them as they will. I don't imagine too many will be turning up at a 'run what you brung' day at Mallory Park, but if they wanted to, they could. You could take it to the Nürburgring, too. Given that Goodwin reckons the GTR is between five and 10 seconds a lap swifter than a P1 around Losail, that the Nordschleife lap is four times the length of Losail and that the P1 has already gone under seven minutes there, you don't need a calculator to realise the genuinely terrifying potential within those pumped-up, drawn-down lines.

But the truth is that but a small fraction of that additional raw speed comes from the extra power and 50kg weight loss. The increase in downforce is a significant help, but the night-and-day difference is the tyres. Goodwin describes the rubber on the road-going P1 as the car's fuse, the weak link in its design, and you can see why. However good a job Pirelli did – and by all accounts it was superb – it still had to provide a tyre good enough to work in all weather conditions, for some thousands of miles over a lifespan certainly measurable in months and possibly years. Imagine, then, a tyre freed from such constraints with a need to last mere minutes at maximum attack. Imagine

It has more downforce than a 'plain' P1; tyres are the big difference



AS PROPER LOADS FLOW THROUGH IT, THE P1 STARTS TO TALK BACK





a stripped-out, powered-up, downforce-optimised P1 on slicks, because in the simplest terms, that is what the GTR is.

The GTR's cabin is at least familiar. Chief engineer Dan Parry-Williams says that for all the car's science fiction performance, he wanted people still to be able to relate the GTR to their P1 road cars and be reassured by that. That said, the steering wheel breaks McLaren road car rule number one and comes slathered in buttons, not just to control the extant 'push to pass' and DRS systems carried over from the road car, but also the radio, flasher, pit lane speed limiter and engine starter button. I stab it with my thumb and a small bomb goes off behind my right ear as the

twin-turbocharged 3.8-litre motor spits flame through its new and unsilenced titanium and Inconel exhausts. The door folds down and I am alone in a carbonfibre cocoon, hoping that shaking sensation is the car and not me.

Yet you drive the P1 GTR as you might any dual-clutch automatic car: tug a paddle, press a pedal and ease out into the unknown.

How do you deal with what must come next? I'd like to ease myself into the experience, but today McLaren is introducing the GTR to potential customers and apparently if you have two million quid to spend on one, that makes you more important than me. So I kick my foot to the floor and feel instantly, physically sick.

It's what happens when your inner ear finds itself on the receiving end of something entirely unexpected. It's not the extra power and torque that catch you out so much as what a set of soft slicks can do with it, namely dump the whole lot onto the hot Qatari asphalt. Only now do you realise just how well and unobtrusively the normal P1's traction systems work. But I can't just sit here wondering why lunch is fighting back, because there's work to be done.

So I start by driving at the same rate as I had earlier in the P1 road car, a pace beyond what almost anyone could imagine a car based on a street-legal design could manage. But in the GTR, it's no kind of challenge at all. I can →





Those exhausts are titanium and Inconel and are unsilenced



You can steer as much on the throttle as with the feelsome steering



◀ sense the GTR getting bored, looking at its watch, wondering where Goodwin has gone. It doesn't oversteer or understeer, or squirm around on rapidly melting tread blocks as the P1 does when driven like this. It just steers. It feels arcade-easy and, in that sense, actually less rather than more exhilarating than its sister with the numberplates.

Pushing harder makes it worse, because your ongoing inability to find its limit make feelings of inadequacy sprout like knotweed through the topsoil of your mind. There you are, trying to ignore the supplications of your survival senses as you angle into a curve at some preposterous speed, and there is the P1 GTR, gently caressing the apex, lining up the exit and filing its nails as it does so.

So you have to stop. Get out, go for a walk, drink coffee, do anything but drive this bloody car. I thought that by now I'd be drunk on the power and performance; in fact, I've never felt more sober in my life. You have to look the issue in the eye and ask yourself if you're still actually good enough to do this job, to drive this car in such a way as to be able to tell its story. My only consolation is that Goodwin is not surprised by my reaction, and nor is Parry-Williams, who is kind enough to tell me that he actually forgot to breathe when he first drove it. It's that sort of car.

When I climb into my carbonfibre saddle for the second time, though, it's as if McLaren has replaced the car with the P1 GTR I'd dreamt of all along. I'll not be the first to

note that the brain is a remarkable organ, and given just a little time to process the glut of information that it has just been fed, it can deploy its near-infinite capacity to adapt to its surroundings. So this time I am neither scared nor nauseated by being turned into a human cannonball every time I press the throttle, merely exhilarated beyond what I imagined the capacity of a road car might be, however comprehensively modified for a track-only environment.

Now the P1 has put down its knitting and, as proper loads flow through its suspension and over its wings, started to talk back. Steering that had seemed aloof is flooded with feel, and as we hammer from turn to turn, it's telling me the car is starting to slide. Yet this is not frightening but

reassuring. Now I know where the limit is, and I like what I'm hearing.

I thought it would be like a modern GT3 racer, set up to accept maximum braking followed by maximum acceleration with no time for any part-throttle balancing act between the two. But the GTR is not like that. It's quickest to ease gently onto the power, adding a little additional lock as the understeer gradually builds, but it's far more fun to cancel that with a slightly sharper kick of the right foot. One stint ago, I'd have feared that such a move might land me in Bahrain, but now I can feel the car addressing each corner in a state of gorgeous neutrality, trajectory controlled more by power than steering and all delivered with zero delay courtesy of the hybrid drive.

McLAREN P1 GTR



Price	£1.98 million
Engine	V8, 3799cc, twin-turbo, petrol, plus electric motor
Power	986bhp
Torque	More than 664lb ft
Gearbox	7-spd dual-clutch automatic
Kerb weight	1440kg
0-62mph	Less than 2.8sec
Top speed	More than 200mph
Economy	na
CO₂/tax band	na



With a tailwind, the P1 GTR can reach nearly 200mph at this circuit



In the end, it is only the high-speed braking that continues to befuddle my mind. With the wind in the right direction, the P1 GTR reaches almost 200mph here, and there is no such thing as enough pressure on the pedal at that speed. The downforce is so great and the Akebono discs so mighty that I can stamp on that pedal with all the force I can muster and all that happens is the world around me is propelled into my face like a dolly zoom from a Hitchcock film. I'd like another go, but my time in the McLaren P1 GTR and at the Losail circuit is up.

As I leave the circuit, it occurs to me that by the end of the second session, acceleration that had literally made me feel ill at the start of the first felt... if not normal, then at least natural and no more

than commensurate with the surroundings in which I found myself. And I know how absurd that sounds. By far the more remarkable achievement is a chassis that will pull more than 2.5 lateral g yet still remember that despite its pulverising pace, what matters most is not how fast you go but how much fun you have going fast.

What is the P1 GTR like? Try to imagine a car with as near to 1000bhp as makes no difference that weighs under 1400kg dry. Think of the acceleration that might result, and then be advised that this is the least interesting thing it does. This is the true measure of the P1 GTR. However extraordinary it looks, you must take my word that its shape writes no cheque that the car beneath cannot cash in full. **A**



Alain Uyttenhoven believes boldness will bring growth

'Our cars won't please everybody'

Lexus's designs are polarising opinion. As European boss Alain Uyttenhoven tells **John McIlroy**, that's exactly what they should be doing

PHOTOGRAPHY LUC LACEY

Can a car manufacturer come of age? Lexus's European boss seems to think so. "We're 25 years old now," says Alain Uyttenhoven, "and I'd call that the end of puberty. We're about to become a grown-up company."

That new-found maturity manifested itself at the recent Geneva motor show with the LF-SA, a diminutive small crossover concept that drew as much criticism for its overt, complex, fussy styling as it did praise for boldness. Lexus sources, Uyttenhoven included, are at pains to state that the show car, a four-seater smaller than a Mini, is not about to appear in a showroom any time soon. And yet its very existence gives a pointer to Lexus's new approach, particularly to the European market. Whisper it, but Toyota's luxury arm has realised not merely that it can take risks, but that it really ought to.

"When we started 25 years ago, the references were all about status in the luxury car market, and we have tried for some time to somehow be like the others," says Uyttenhoven, who brought product management experience with Daimler and Opel to Toyota Europe before rising up to Lexus's top European post just over a year ago. "What we've decided is that because we are the challenger, we have to be different. We have to be distinctive, be bold and produce cars that don't look like the other offerings in the segment. What we know, from customer clinics, is that our design polarises at the moment. And we want that."



“Take the NX. It’s probably our most polarising model, but we have 80% conquest with it, and people say they’re coming to the car because of the design. And that’s the point: design is one of the main reasons why people switch from one brand to another.

“In the past we have been the champions of loyalty, but if we want to grow – and we have this objective of 100,000 sales in Europe – then we’ll have to get customers from other people. That’s why we’re happy with the new design direction. In customer clinics, we see that 60% of the people say, ‘Wow!’ and 30% to 40% of them say, ‘That’s not for me’. And we’re fine with that. We’re not chasing 50% market share; our aspirations at the moment are in single-digit percentages of the premium market. We have time to grow.”

There’s certainly plenty of scope for sales gains. Lexus should sell just over 60,000 cars in Europe in 2015, a third of them the new NX crossover, so that 100,000 goal is still some way off. Even if the target is reached, it’ll still be less than a fifth of the brand’s total output – proof of how firmly its roots are cemented in the US market. Further Europe-focused models, such as the NX, will be required.

That’s likely to mean that even if a production car based on the LF-SA does arrive (and it would be safe to assume that it will happen by 2020), it is unlikely to be the only addition to the range. A range-topping GT is just as likely and considerably more advanced in planning. “I believe there will always be a group of people who are looking at gran turismo types of cars,” says Uyttenhoven. “And I believe it can fit into the Lexus range. If you

look at the price of the LFA [Lexus’s V10 supercar], it was at the high end of the market. We were happy to have the car, of course, but while we sold every one we produced, we only made 500 units. I would say there are other segments where you can go with halo cars, with aspirational cars, and they don’t need to cost as much.”

What is clear is that the deliberately controversial design language is going to continue. Uyttenhoven won’t actually say which Lexus is coming next, but he does promise that it will have “the same polarising elements” as the NX.

“The danger is a design that is trying to please everybody,” he argues. “For some brands, not displeasing people is becoming more important than really pleasing a smaller group of people. We’d like to think that’s to our advantage.”



The LF-SA concept turned heads at the Geneva motor show, but strong sales of the NX crossover prove that Lexus’s distinctive approach to styling is winning new customers

Land Rover Discovery Sport

The Freelander's replacement goes big on prettiness and packaging

MODEL TESTED HSE Luxury

● Price £42,995 ● Power 188bhp ● Torque 310lb ft ● 0-60mph 8.9sec ● 30-70mph in fourth 9.6sec
● Fuel economy 33.9mpg ● CO₂ emissions 166g/km ● 70-0mph 51.7m

Think of the Land Rover Discovery Sport as the new Freelander. Of a fashion. Because although it replaces the Freelander, it represents something rather more than that, too. It's an extension of the Discovery model line – or Discovery family, as Land Rover would have you believe it – intended to represent those who want a 'Leisure' Land Rover. For the record, a Range Rover is for those who seek 'Luxury' (naturally), while the next Defender is set to provide the 'Dual-Purpose' of extreme off-road capability plus more habitability than it currently offers.

WE LIKE Covetable looks ■ Flexible interior ■ Rewarding to steer



● The hexagonal mesh and clamshell bonnet are considered by Land Rover to be signature features of the Sport. Expect to see that Discovery badge a lot more from now on, too.



● The cheapest Sport misses out on front LED foglights, and that's a shame because they are required to properly tie the necessarily butch design to the ground.



● The manufacturer is on a roll with wraparound headlights. The Sport's are intended as a new interpretation of the Discovery's design and come in a xenon and LED configuration in the range-topper.



● Cheaper models have 18in alloys. By HSE Luxury spec, they're 19in. The optional Black Pack canter into too-muchness with 20s.

'Leisure', then, means the ethos of the Freelander's replacement has changed a little. It's a more spacious vehicle than before, to the extent that two chairs in the boot floor make it a seven-seater, albeit a compact one.

With that comes a higher price. At the moment, the range starts at more than £30,000. It's also, for now, an extremely limited range. There is only one engine option: a 188bhp 2.2-litre turbodiesel, driving all four wheels. Jaguar Land Rover's new range of Ingenium four-cylinder engines will come on stream later.

The mechanical choice, then, is



Mk1 Freelander was launched in 1997

limited to a six-speed manual gearbox or a new nine-speed automatic gearbox, manufactured by ZF. Then, of course, there's a choice of trim level. The £32,395 entry point is an SE manual, before moving through

SE Tech and HSE trim levels and topping out at the HSE Luxury of our test car, priced at a gulsome £42,995 when equipped with the optional nine-speed automatic gearbox.

That's a far cry from the sub-£20k three-door convertible Freelander that funkyed its way onto the market in 1997, accompanied by a more sensible five-door wagon. Sensible won over when it came to the five-door-only second-generation Freelander in 2006. Another generation where practicality overrides other factors brings us this seven-seat Discovery Sport today.

DESIGN AND ENGINEERING



When you learn that the new Discovery Sport will be built alongside the Range Rover Evoque at Land Rover's Halewood plant on Merseyside, it would be easy to assume that the two share the same platform. But that's only half of the truth. Although the two are largely the same at the front, the Discovery Sport is all new from the B-pillars back.

This is eminently sensible. The →

WE DON'T LIKE Inefficient launch engine ■ Occasionally fidgety ride ■ Too expensive at the top end



● Land Rover calls its rear skid plate "rugged", but protecting the car from an errant tackle bag looks more its style. More important, it costs £675 to have a tow bar mounted under it.



● Flanking the skid plate are two exhaust pipes – not, we suspect, because the diesel engine desperately requires it, but instead because it's vital to the car's admirable design symmetry.



● The car's most distinctive rear-end feature is the C-pillar – a hand-me-down Discovery graphic, except raked forward here to enhance the 'pounce' quality of the Sport's styling.



● Even entry-level SE trim has rear parking sensors, but the camera (standard from HSE up) is a useful addition if you're planning a lot of towing or off-roading.



● USB charging sockets are the Sport's speciality. As well as optional ones dotted around the rear cabin, you get two up front, including this one by the cupholders.



● Unlike in Range Rovers, the Terrain Response controls in the Sport are tidied away to the dashboard.



● The Freelander retired with a gated gearstick. The Sport ushers in JLR's twisty knob, which, as it has done since the XF, rises from the console on ignition.



MULTIMEDIA SYSTEM

The Discovery Sport, like the Jaguar XE, features JLR's latest infotainment system, which is intended to right some of the wrongs long ago identified in its predecessor.

The new version has pretty, full-colour pictures and slideable screens. Mercifully, given that the manufacturer is clearly sticking with touchscreens, the 8.0in display now gets much larger icons to hit and is flanked by old-fashioned

short-cut buttons, should you wish to use something that clicks. That'll strike some users as redundant, but as the processor driving the whole shooting match seems to herald from the Pentium era, it doesn't seem imprudent.

Like most rivals, Land Rover has worked out what apps are and shoved in a few, although the potential to turn the car into a wi-fi hotspot will probably keep most occupants happy.

◀ major crash structure and most complex mechanicals of a modern car sit between the axle line and the A-pillars. Making changes to those areas costs lots of time and even more money. So the subframe, with a magnesium crossmember and other components, is largely the same around the front, although, unlike the Evoque, the Discovery Sport has a pedestrian airbag in its nose.

Aft of the B-pillars, however, the Discovery Sport has a new structure that leaves it 80mm longer than the Evoque, all of which comes from within the wheelbase. The changes include a new multi-link rear suspension system that has only minimal intrusion into the passenger and luggage compartment, enabling the fitment of those +2 rear chairs.

Despite JLR's £500 million investment in its new engine plant in Wolverhampton, which will rid it of its reliance on other people's engines, there is one engine option for now: the 2.2-litre, Ford-derived turbodiesel that already does work elsewhere in the Land Rover line-up.

Here, badged SD4, it's offered in 188bhp form, which it generates at 3500rpm, with a torque output of

310lb ft at 1750rpm. That's enough, says Land Rover, to tow 2200kg – or 2500kg if you delete the +2 rear seats. That's quite a lot more than the claimed kerb weight of 1863kg, which might alarm some towers, so it's worth noting that this test car tipped our scales at a substantial 2081kg.

That portliness will affect the fuel consumption, as will the Discovery Sport's hardware. This is, after all, a Land Rover, so it isn't let out of the factory unless it will do things off road that its rivals simply can't. To that end, the Sport receives Land Rover's Terrain Response control, although because this is a coil and not air-sprung Land Rover, there's a limit to what it can adjust and its performance largely centres around tweaking of the electronic stability program.

But the Discovery Sport also has a full-time four-wheel drive system with a Haldex centre coupling and is electronically controlled so it can push power forward or aft as it pleases. The Sport is also expected to wade through 600mm of water and have class-leading approach, departure and breakover angles. Whether it can combine all those with fine on-road dynamics is what we're about to see. →



● It's comfortable, spacious and well laid out up front, and the driving position is appropriately superior. Only the lack of design flourish disappoints.

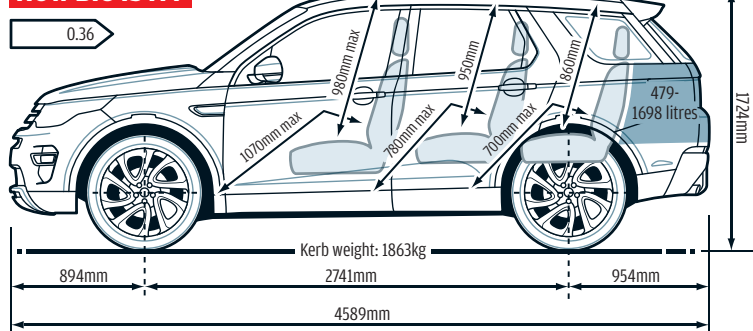


● The 60/40 split middle bench slides for leg room adjustment and to allow access to the third row. Three people can be accommodated here easily enough.



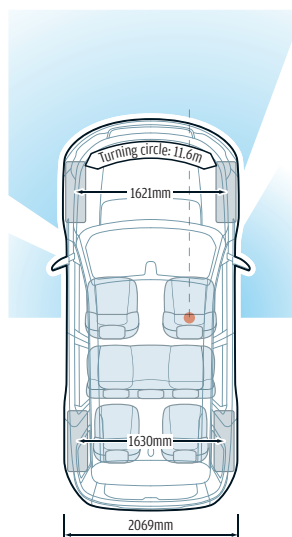
● The fold-out headrests are not the most elegant interior design solution, but Land Rover deserves credit for finding enough room for two usable jump seats.

HOW BIG IS IT?



VISIBILITY TEST

Although not as high as Land Rover's full-size offerings, the Sport still does a good job of keeping your head above the traffic.

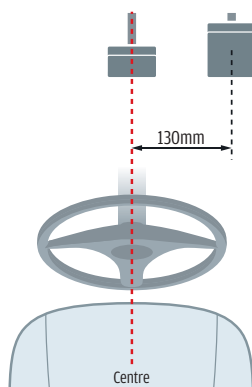


HEADLIGHTS

Very decent with the uprated xenons that come courtesy of the HSE spec. Automatic high beam is still a pain to disengage.

WHEEL AND PEDAL ALIGNMENT

The well-spaced pedals are intended to work even if you're wearing mud-covered hobnail boots. They do.



INTERIOR



The channel Land Rover has had to negotiate with the Sport's cabin is a narrow one. A premium look and feel are vital if the model is to compete with upmarket offerings from BMW and Audi, yet it cannot be permitted to trample on the toes of the Evoque, which remains above it in the range pecking order. Thus, the debonair sense of style in the Evoque is restrained here. This is plainly a more workaday effort. The chunky handsomeness – best expressed in the bold, straight lines and clearly labelled switchgear – owes much to the outgoing Freelander's aesthetic, although the cliff face of dashboard is pure Evoque. The driving position, happily, is merely archetypal Land Rover, meaning somewhere between crow's nest and comfy lounge chair.

A Range Rover customer would spot the bottom-line compromises

made by the manufacturer when it picked out trim materials (evident even in our high-spec test car), but a good dealer will encourage you to swivel around and regard the Sport's extra seats as the proper point of differentiation. The packaging sleight of hand is impressive – you really wouldn't think there's room, despite the 2741mm wheelbase – although its cons are obvious enough. With hardly anywhere for the second tier to go, a potentially shin-bruising clamber is required to reach the third row, making the two rearmost seats virtually adult-proof from the start. Nevertheless, the individual pews, modestly raised from the boot floor, are proper little perches rather than mere hollows, and with the sacrifice of the some leg room for the passenger in front, there's clearly enough room for fledgling legs.

As the +2 designation suggests, the arrangement is about short-haul capacity only. This is not a seven-seat family car in the conventional mould. Certainly, there isn't much load space

left once the third row is up. That doesn't significantly detract from the usefulness of the system, though. Much like the Sport's ability to climb a mountain, you wouldn't expect to use it every day, but it's nice to know it's there should you need it.

PERFORMANCE

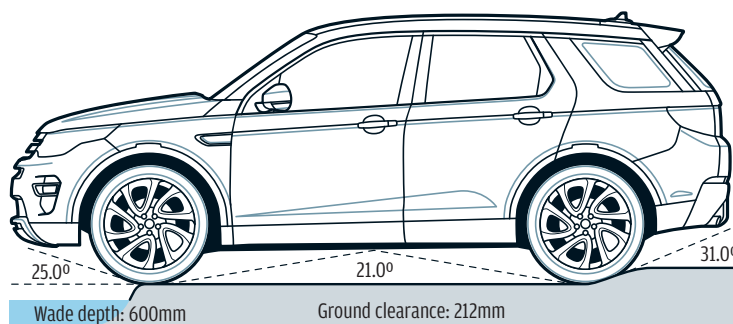


Despite its Freelander heritage, the Sport's most noticeable connection to the past is unmistakably that engine, which currently shadows everything the car does with the clatter and gunsmoke odour of yesteryear. Denying the car the new four-cylinder Ingenium oil-burner from launch is clearly the model's on-paper Achilles heel and, to a greater or lesser extent, that's the way it plays out on the road. However, although the direct-injected 2.2-litre unit is not a paragon of refinement or efficiency, its later-life development has at least ensured that it produces the unmistakable

surge expected of a modern blower-equipped diesel.

On stream, its 310lb ft of torque is a plentiful amount, and it feels that way. For a car that tipped the scales on the wrong side of two tonnes when we weighed it, a sub-9.0sec 0-60mph time is very decent. So is the 9.0sec it takes to get from 30mph to 70mph, very slightly bettering the time we recorded for the much-admired 2.2-litre engine in the Mazda CX-5 a couple of years ago.

In fact, the soft underbelly of the package is at times evident less in the 20th century motor and more in the 21st century gearbox to which it has been shackled. Rather inevitably, the transmission's keenness to keep the engine spinning at its productive mid-range pitch means that you're going to have to live with a lot of downshifting – particularly on the motorway, where the never-ending 47.5mph per 1000rpm final ratio cannot be trusted with even modest acceleration. But it's the intermittent hesitancy experienced at fast getaways that



TRACK NOTES

The quick-to-settle suspension and engaging steering make the Sport an agreeable if heavy-set companion over the hill route at Millbrook proving ground. Approaching its limit is painless and largely well telegraphed, not least because the heavy diesel engine and front-axle bias give the car a natural tendency to finally sag into understeer. The four-wheel drive remedy to this is less apparent than we'd like. You have to disengage the stability control to really feel the effect of the torque rerouting. However, back off determinedly and the chassis is sufficiently well balanced for the rear end to tuck in – until you get carried away with the potential and the ECU reawakens with giant, progress-upsetting stabs at the brake discs.

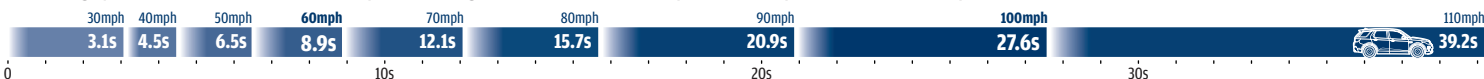
IN THE ROUGH

Alongside a Haldex-coupled, electronically controlled four-wheel drive system and low-range-aping first ratio, the Sport comes as standard with Continental CrossContact tyres, making its capabilities first rate. Unlike in lily-livered rivals, the Terrain Response switchgear is not just for show. Its Grass/Gravel/Snow, Mud/Ruts and Sand settings are precisely tailored and manifestly different in character. When Land Rover says the Sport can scale a 45deg gradient or wade through water up to 600mm deep, we believe it. However, on test, its limit is obvious. With no adjustable ride height, 212mm of ground clearance means an obstacle taller (or deeper) than a ketchup bottle will test the car's underbody.

ACCELERATION 8deg C, dry (Discovery Sport), 11deg C, dry (Sorento)

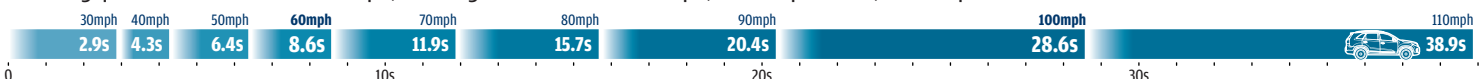
Land Rover Discovery Sport HSE Luxury

Standing quarter mile 16.9sec at 82.6mph, standing km 31.0sec at 103.9mph, 30-70mph 9.0sec, 30-70mph in fourth 9.6sec



Kia Sorento 2.2 KX2 (2013)

Standing quarter mile 16.7sec at 82.7mph, standing km 30.9sec at 103.0mph, 30-70mph 9.1sec, 30-70mph in fourth 11.6sec



BRAKING 60-0mph: 2.8sec





Discovery Sport rides well and can be driven briskly on an open road



It can be threaded along with the kind of linear delicacy rarely accorded to hatches, let alone SUVs

tends to chafe. It's not quite clear whether this is a function of the gearbox's default to second – keeping an ultra-low first ratio chiefly for off-road duties – or the initial reluctance to lock up that we've sometimes encountered in other ZF-equipped Land Rovers, but the half second of driveline bemusement is infuriating when you're trying to make a gap in the traffic.

Nevertheless, the nine-speeder's otherwise swift function (it will block change rather than cycle sequentially) and inclination to shift are what make the automatic Sport significantly faster than the six-speed manual and, as we're about to see, keeping the fire stoked is an attitude that suits the car just fine.

RIDE AND HANDLING



Of the many potential hurdles to fall at here, the first does not trouble the new Discovery Sport. Emphatically, this still feels like a modern Land Rover – and in a segment now oversubscribed with top-hatted saloon cars, the

appeal of that single fact cannot be understated. The Evoque's success has given the manufacturer licence to repeat much of the formula. Even with its bigger skin, this is a purposeful device – not so much rugged as street tough, but simultaneously lean and big-shouldered enough to justify its visual presence.

For those switching from the smallest Range Rover, it's worth mentioning that the edges are more apparent here – especially in the quality of the secondary ride, which occasionally stumbles from crisply rugged to downright bony, a vice not helped by the Sport's wider failure to isolate you from the audible machinations of the suspension.

This chivvying at the comfort levels does the car a disservice if for no other reason than that the primary ride – its capacity to soak up the low-frequency hillocks of UK roads at a cruise – is generally stellar. Again, this is the manufacturer's unparalleled understanding of how a contemporary Land Rover must be made to handle: not, crucially, as a sports saloon might, but rather how something tall, forceful and hefty

ought to. The contrivance at work among its rivals is absent, replaced by the apparently organic fluency of an SUV not disguising its amplified body movements but instead tuning them to an inner-ear-pleasing model of consistency and linear balance.

Apart from an occasionally awkward weight at manoeuvring speeds, the same finesse has been applied to the steering, which allows this mass to be threaded along with the kind of linear delicacy that is rarely accorded to hatchbacks, let alone SUVs.

Consequently, on the open road, the car can be driven swiftly and very pleasingly. Its occasional harshness and questionable refinement notwithstanding, it is the charm of this two-way relationship that defines the Sport as 'good to drive' beyond all else, and wonderfully typical of Land Rover's current output.

BUYING AND OWNING



At present, the Discovery Sport starts at about £10k less than our top-spec test car, and that's a good thing. Truth

be told, at £42k – slightly more than the starting price of a full-size Discovery – the car doesn't feel like especially good value, not because it isn't very well kitted out (it is) but because the smaller yet more stylish Evoque and the much quicker BMW X3 xDrive30d are both available for less. The fact that the BMW, despite being 68bhp superior in output and two cylinders to the good in size, also trumps the Sport on quoted economy and emissions highlights just how badly the Sport needs its new engine.

Later, a more frugal two-wheel-drive model will prop up the range. For now, though, buyers will have to make do with 44.8mpg combined – pruned to just 33.9mpg when we subjected it to True MPG analysis – and 166g/km of CO₂, a full 49g/km more than the two-wheel-drive XC60 D4, the class leader on running costs. Nevertheless, in SE auto spec, the Sport is decently equipped and generally well priced compared with its mostly German rivals, even if some of the things you really want – sat-nav, a powered tailgate, front foglights – are the preserve of the aptly named SE Tech trim and above. →

LAND ROVER DISCOVERY SPORT HSE LUXURY

On-the-road price	£42,995
Price as tested	£44,295
Value after 3yrs/36k miles	£22,375
Contract hire pcm	£634.85
Cost per mile	91p
Insurance/typical quote	31/£835

EQUIPMENT CHECKLIST

19in alloy wheels	■
5+2 seating	■
Automatic climate control	■
Cruise control	■
8.0in touchscreen	■
Bluetooth connectivity	■
DAB tuner	■
Auto wipers and headlights	■
Heated steering wheel	■
Satellite navigation	■
Front foglights	■
Powered tailgate	■
Front parking sensors	■
Reversing camera	■
Panoramic sunroof	■
Heated and cooled front seats	■
Third-row climate control with USB	£400
Two USB ports in second row	£100
InControl wi-fi	£300
Black contrasting roof	£700
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

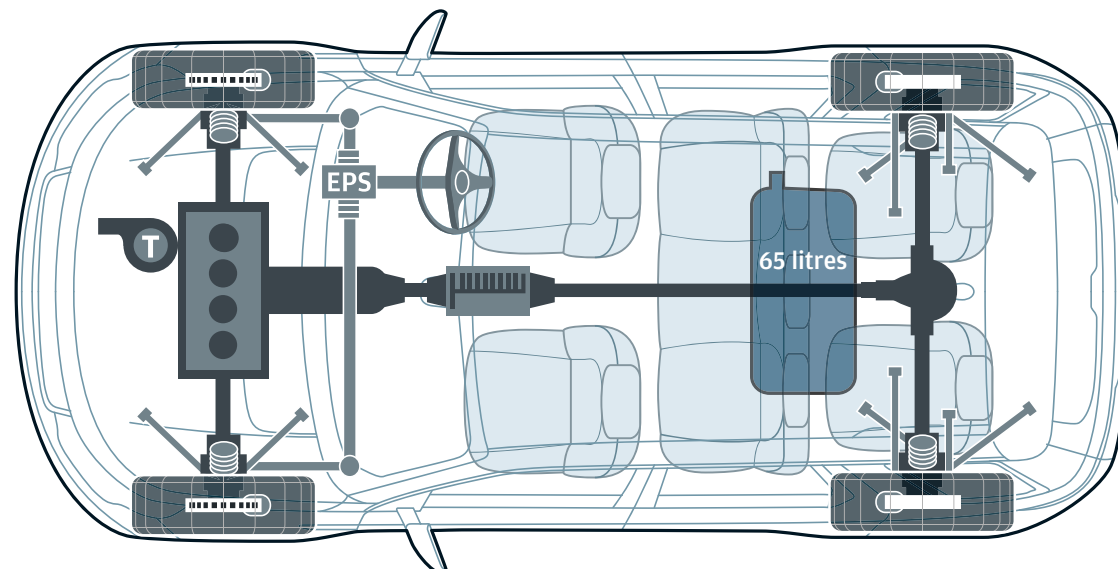
ENGINES	POWER	FROM
2.2 SD4	188bhp	£32,395

TRANSMISSIONS

6-spd manual	■
9-spd automatic	£1800

TECHNICAL LAYOUT

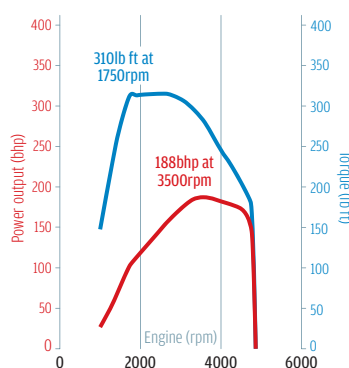
Steel unitary underbody is related to the Evoque's platform but new from the B-pillars aft. Coil springs make for a fixed ride height. Suspension is by struts up front and multi-links at the back. Four-cylinder engines drive all four wheels via an electronically actuated Haldex coupling.



ENGINE

Installation	Front, transverse, four-wheel drive
Type	4 cys in line, 2179cc, turbodiesel
Made of	Aluminium head, iron block
Bore/stroke	85mm/96mm
Compression ratio	15.8:1
Valve gear	4 per cyl
Power	188bhp at 3500rpm
Torque	310lb ft at 1750rpm
Red line	4500rpm
Power to weight	101bhp per tonne
Torque to weight	166lb ft per tonne
Specific output	86bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1863kg/2081kg
Drag coefficient	0.36
Wheels	8Jx19in
Tyres	235/55 R19, Continental ContiCrossContact LX
Spare	Full size

TRANSMISSION

Type	9-spd automatic
Ratios/mph per 1000rpm	
1st	4.71/4.8
2nd	2.84/8.0
3rd	1.90/11.9
4th	1.38/16.4
5th	1.00/22.7
6th	0.80/28.3
7th	0.69/32.8
8th	0.58/39.1
9th	0.48/47.2
Final drive ratio	3.83

ECONOMY

TEST (TRUE MPG)	Urban	30.8mpg
	Extra-urban	37.0mpg
	Average	33.9mpg
CLAIMED	Urban	38.2mpg
	Extra-urban	49.6mpg
	Combined	44.8mpg
	Tank size	65 litres
	Test range	484 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar

STEERING

Type	Electrically assisted rack and pinion
Turns lock to lock	2.4
Turning circle	11.6m

BRAKES

Front	326mm ventilated discs
Rear	301mm solid discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	50dB
Max revs in third gear	70dB
30mph	62dB
50mph	65dB
70mph	67dB

SAFETY

ABS, RSC, DSC, ETC, EDC, GRC, HDC	
Euro NCAP crash rating	5 stars
Adult occupant	93%
child occupant	83%
pedestrian	69%
safety assist	82%

EMISSIONS & TAX

CO ₂ emissions	166g/km
Tax at 20/40% pcm	£208/£416

ACCELERATION

MPH	TIME (sec)
0-30	3.1
0-40	4.5
0-50	6.5
0-60	8.9
0-70	12.1
0-80	15.7
0-90	20.9
0-100	27.6
0-110	39.2
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

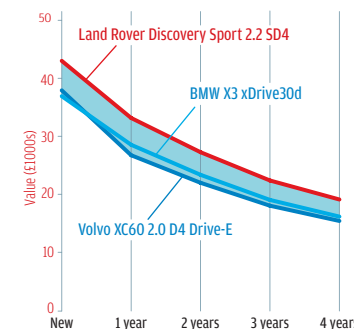
ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th	8th	9th
20-40	-	2.8	4.1	-	-	-	-	-
30-50	-	3.4	3.8	5.4	-	-	-	-
40-60	-	-	4.3	5.3	6.9	-	-	-
50-70	-	-	5.8	5.7	7.2	8.8	11.8	-
60-80	-	-	-	6.6	7.8	9.5	12.6	19.8
70-90	-	-	-	8.7	8.9	10.7	14.5	-
80-100	-	-	-	-	11.7	12.9	-	-
90-110	-	-	-	-	-	-	-	-
100-120	-	-	-	-	-	-	-	-
110-130	-	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	22mph 4500rpm
2	36mph 4500rpm
3	54mph 4500rpm
4	74mph 4500rpm
5	102mph 4500rpm
6	117mph 4131rpm
7	117mph 3563rpm
8	117mph 2995rpm
9	117mph* 2478rpm

RPM in 9th @ 70/80mph = 1792/2048



● Edges the BMW and beats the Volvo on retained value. Not a bad showing, then.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Discovery Sport, contact Land Rover Customer Services, Whitley, Coventry CV3 4LF (0370 5000 500, landrover.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Land Rover Discovery Sport

AUTOCAR VERDICT ★★★★★☆

Practical, capable, desirable and – despite a few flaws – great to drive



Focus on the Sport's shortcomings and it's conceivable that half a star could justifiably be trimmed from its score. Although fielding a new model with a very short expiry date stamped on the engine bay isn't entirely unheard of, it remains cruel and unusual. The car also doesn't entirely convince on refinement or relative comfort.

However, the Discovery Sport appeared to have the makings of an instant hit as a show concept, and prolonged exposure to the real thing does little to dial back that impression. The rich seam of desirability that Land Rover tapped with the Evoque is readily apparent – not just in how it looks but also how it drives. That the experience is now underpinned by a car better proportioned to meet the needs of a family will prove the clincher for many buyers. Prudence may cause some to pause with the Ingenium engines in mind, but Land Rover has built a car worth waiting for.

TESTERS' NOTES


NIC CACKETT
The removable boot floor

doesn't sit snugly in position, leaving it to potentially float about like a miscreant Tupperware lid. It's hard to imagine a German manufacturer signing off such a flimsy bit of fitting.



MATT PRIOR
Decided to wear gloves to see if I

could operate the Sport's buttons in winter farmer/dog walker mode. I could. That's good enough for me.

SPEC ADVICE

Avoid the manual gearbox. Avoid the top spec. And definitely avoid the manual gearbox in the top spec. As it is now, we'd take the automatic in SE Tech trim. We'd add all the optional USB sockets, too.

JOBS FOR THE FACELIFT

- Sort out the gearbox's intransigence.
- Iron out the secondary ride.
- Did we mention the engine?

AUTOCAR
ROAD TEST
TOP5


MAKE	BMW	LAND ROVER	VOLVO	AUDI	VOLKSWAGEN
Model	X3 xDrive30d xLine	Discovery Sport HSE Luxury	XC60 D5 AWD SE Lux Nav	Q5 2.0 TDI S line Plus	Touareg V6 TDI SE
Price	£41,595	£42,995	£38,790	£39,060	£43,415
Power	254bhp at 4000rpm	188bhp at 3500rpm	212bhp at 4000rpm	175bhp at 4200rpm	201bhp at 3200rpm
Torque	413lb ft at 1500rpm	310lb ft at 1750rpm	310lb ft at 1500rpm	280lb ft at 1750rpm	332lb ft at 1250rpm
0-60mph	5.9sec (claimed, to 62mph)	8.9sec	8.1sec (claimed, to 62mph)	9.0sec (claimed, to 62mph)	8.7sec (claimed, to 62mph)
Top speed (claimed)	144mph	117mph	155mph	124mph	128mph
Fuel economy (combined)	47.9mpg	44.8mpg	49.6mpg	47.1mpg	42.8mpg
Kerb weight (claimed)	1875kg	1863kg	1921kg	1820kg	2185kg
CO ₂ /tax band	156g/km, 27%	166g/km, 29%	139g/km, 23%	159g/km, 27%	173g/km, 30%

Verdicts on every new car, p70

Six-pot BMW is still the outstanding £40k usability-minded five-seat SUV.
★★★★★

Another convincing modern Land Rover with lots of handling finesse, style and capability.
★★★★★

Fine mix of efficiency, capability and performance. A bit plain to drive and short on refinement.
★★★★★

Beats the Landie on value and economy but not power or pace. Plush. A bit charmless to drive.
★★★★★

Bigger than the rest here but close on price. Only true match for the Landie's 4x4 capability.
★★★★★

YOUR VIEWS

Write to Autocar

autocar@haymarket.com

LETTER OF THE WEEK

Knocked for six by the new Bentley

What an utterly gorgeous concept car the Bentley EXP 10 Speed 6 is – from its voluptuous exterior to its stunning interior and superb use of traditional leather, wood and copper, mixed with the latest technology.

It's a car I want to touch. It's a car I want to smell. It's a car to excite your senses. Let's hope it's available with the 4.0-litre V8, because I want to hear it, too. Let's also hope Bentley's customers have raided their Swiss bank accounts and are demanding that Bentley build it. I'll take mine in the exact colour combination of the show car, please.

Paul Tucker
Newbury, Berkshire



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

DIESEL: BEEN THERE, DONE IT

In his fast diesel estate test ('The Boot Race', 4 March), Andrew Frankel states: "While the Focus is not Ford's first fast diesel, never before has one been accorded an ST badge".

Not so; the Mondeo of two generations ago had two ST variants in the line-up: an ST220 petrol V6 and an ST TDCi 2.2-litre diesel. I had the wagon version of diesel. It was a fine machine.

Dr John Cartwright
via email

FASHION VICTIMS

The fads and fashions of interior design come and go, but some outstay their welcome. Why, for example, do designers persist in using archaic wood alongside digital dashboards and touchscreens? It's just wrong. The latest fad is fitting bits of carbonfibre trim inside anything from a small family hatch to a huge SUV.

My Alfa Romeo SZ has a carbonfibre dashboard and centre console to complement its carbonfibre rear wing, but that came out in 1989. In 1994, Zagato had redesigned the car to create the RZ roadster with not a trace of carbonfibre to be seen. Its time had passed.

Stuart Underwood
Weston super Mare
Morgan might beg to differ with your opinion that wood has had its day – MB

SQUARE DEAL

I remember the ridicule afforded, in your columns as elsewhere, to the quartic steering wheel of the Austin Allegro. I give you... LaFerrari. Also with a quartic wheel. Whatever is wrong with round?

Dr Peter Swinyard
Swindon
The rest of the Allegro wasn't great, but the rest of LaFerrari is – MB



Spot the LaFerrari-Austin Allegro link

SAME AGAIN? NEIN DANKE, AUDI

When Audi came up with the original TT and R8, it was a breath of fresh air, which makes it painful to see subsequent generations of the TT, and now the R8, become pastiches of the originals.

The R8, maintaining the same profile and styling with small surface changes, looks like an insipid facelift despite its new underpinnings. It's a wasted opportunity.
Donald Angus MacKay
Inverness, Scotland

NOT SO SMART AFTER ALL

I have owned nine Smarts of various incarnations since 1998. I imported my first left-hand-drive one from Belgium, and my final one will be the Smart EV I'm currently running.

In 1998, I paid £6500 for a fully specced car. In 2013, my Smart EV cost a 'net' £15,550 after the £5k government EV grant.

What started out as a quirky and cheap city car has relentlessly moved up into the 'well, that's an awful lot of money' category.

I viewed the latest model in the flesh and it reminded me of my daughter's Toyota iQ, but only far more expensive and with less accommodation.

I'll find something else that's more comfortable, driveable and better value. Shouldn't be too difficult.
Mike Greene
via email

AUTOCAR

What you're saying on autocar.co.uk

Aston Martin's DBX concept

I like it. It's a world away from the cosy and repetitive world of Aston Martin we've been seeing for the past decade or so.
jmd67



Brands can move into unlikely territory, but they need to be sure there is space for the product among consumers.
johnfaganwilliams

This is much better-looking than Aston

Martin's last SUV concept.
wmb

The design lacks cohesion. Concepts should have a

'wow' factor, not a 'whoa' factor.
Symanski

Sometimes pushing boundaries isn't good.
Speedraser



NEXT WEEK

Inside the magazine – on sale 25 March

COMPARISON



Porsche Cayman vs rivals How will it fare against BMW's M235i and Audi's TTS?



ROAD TEST

Suzuki Celerio
New Japanese city car gets the full road test treatment



FIRST DRIVE

Range Rover Sport SVR
Most powerful Land Rover in the firm's history assessed

INSIGHT



Lightweight car tech Edag's Light Cocoon shows the potential for ultra-efficient cars

CONTENTS SUBJECT TO CHANGE



The two-seat Smart has become notably pricier over the years

GOOD CALL, PORSCHE

Regarding Andy Armstrong's letter berating manual gearboxes (Your Views, 25 February), how can a 'driver' of a car like the Porsche Cayman GT4 be disappointed by a manual change? When every new car is being introduced with more electronics that sit between the driver and the 'feel' of the road surface, Porsche should be congratulated on delivering a driver's choice.

Bob Bull
via email

MANUAL GEARBOX IS A MUST

Andy Armstrong says shame on Porsche for "going back to the Dark Ages" and fitting a manual gearbox to the Cayman GT4. Sports cars are about emotion and pleasure, not only pub bragging numbers.

A manual gearbox is a must for complete interaction between driver and machine. The pleasure from a perfectly

executed heel-and-toe downshift is far more valuable an experience than saving 0.2sec to 60mph.

Kerry Giddings
via email

SWIFT SUZUKI

Just read your piece about Suzuki's response to the brake issues with the Celerio ('How Suzuki fixed the Celerio', 4 March). Suzuki needs to be commended on its rapid response, diagnosis and resolution of the issue.

Its response has been so much better than those seen in other recent problems, such as the Takata airbag and the GM ignition switch recalls ongoing in the US.

Suzuki has acted promptly, quickly and honestly. Well done.

Andy Latham
via email

FLYING V

It's a pity that Aston Martin didn't do its historical research a bit better before naming its new hypercar as the Vulcan. RAF Gaydon, where Aston Martin's factory is located, never did operate Vulcans while in RAF service. It was the home of the first Valiant unit, 138 Squadron, and also of the Victor Operational Conversion Unit, 232 OCU, though. I'd venture to suggest that calling the car after either of the other two V bombers would have been even better than the one they chose.

Kit Spackman
Lydney, Glos



Is 'Vulcan' the best name for this Aston?

Donald calls the design of the new Audi R8 "a wasted opportunity"



OUR CARS

A week in the life of Autocar's fleet

ALPINA
D3



Steve Sutcliffe

AUDI
A6 AVANT



Barnaby Jones

AUDI
TT



Stan Papior

BMW
X5



Andrew Frankel

CATERHAM
SEVEN 160



Colin Goodwin

CITROEN
C4 CACTUS



Lewis Kingdon



Honda Civic Tourer

FINAL REPORT Honda's 1.6-litre diesel estate may not get the pulse racing, but it has been a hit for its practicality and efficiency during the past year and 17,000 miles

Time is up with our Tourer, and I'm going to miss it. I'm going to miss its easy-going nature, its slick, smooth, new-tech 1.6 i-DTEC engine and the void under the boot floor that holds a week's worth of grocery shopping. I'm not going to miss its untethered screenwash filler cap, which too easily finds itself lost in the murky recesses of the engine bay, or forgetting to release the fuel filler flap before going round to the other side of the car to fill up.

Most of all, though, I'm going to miss the remarkable fuel economy. The Civic Tourer, in 1.6-litre diesel form, you may remember, is the car that won the 2014 MPG Marathon, recording a staggering 97mpg over two days and 330 miles in the hands of some Honda engineers. In careful day-to-day use, our car regularly recorded figures in the mid-70s, with a giddy high of 82mpg on one feather-footed occasion. So infrequent were visits to the fuel station that it's no

wonder I kept forgetting how to open the filler cap.

Although it's a big deal to many people, impressive fuel economy isn't the be all and end all of choosing a new car. So how has the Tourer fared otherwise during the past 12 months? Well, it isn't exactly thrilling to drive, but it does nothing wrong. The Tourer is an entirely competent steer and devoid of drama and uncertainties, but so, too, is it devoid of any of the engagement

you'll get from a Ford Focus. That said, I had a lovely time thrashing it fully laden through France and over the Alps last summer. Our EX Plus car's standard-fit three-mode Adaptive Damper System adds a hint of interest to the overall dynamic but, in truth, the set-up works better as a wholly effective way of compensating for a heavy load than a system for dramatically altering the car's handling characteristics.

That trip to France also proved just

LOVE IT



ENGINE

Refined, free-revving 1.6 i-DTEC belies its capacity. Manual gearbox is a hands-on pleasure, too.



ECONOMY

Not only is the engine nicely refined but it's also spectacularly economical. Our best was 82mpg.



PRACTICALITY

Magic Seats and a big boot mean it's like Dr Who's Tardis inside, only with more luggage space.

LOATHE IT



INTERIOR AMBIENCE

It feels too dark inside. Some lighter, brighter trim would better suit the Civic's nature.



PRICE

It's too expensive alongside rivals, especially in the high-end EX Plus spec of our test car.

HONDA CIVIC	JAGUAR F-TYPE	KIA SOUL EV	MAZDA 3	MINI COOPER	PEUGEOT RCZ R	RANGE ROVER SPORT	RENAULT TWINGO	SEAT LEON	TOYOTA GT86	VOLVO V60
										
Tim Dickson	Nic Cackett	Hilton Holloway	Luc Lacey	Mark Tisshaw	Steve Cropley	Steve Cropley	Matthew Burrow	Matt Burt	Matt Prior	Hilton Holloway



Tourer proved its worth on a fully laden trip through France



It was easy to forget to press this first



Untethered screenwash cap kept escaping



Three-stage dampers are standard fit



Handling is competent but no more



An awful lot of stuff could be piled into the Civic's load bay

Our 1.6 i-DTEC Civic regularly recorded fuel economy figures in the mid-70s

how much stuff it's possible to cram into the car. Clever packaging, including the flip-up Magic Seats (plus the absence of a spare wheel), means it's truly huge inside, so if you have a genuine need to carry an awful lot of stuff frequently, this really could be the car for you. Don't expect to be overawed by the cabin ambience, though. The materials, fit and finish are all of a tactile and durably high quality, but the overall aesthetic combines a mishmash of dashboard design with 50 shades of dark grey and black, so it's dreary. By way of contrast, a Volkswagen Golf's cabin is bright and breezy with an almost open-plan feel.

The other stumbling block is price. This is an expensive car alongside its rivals. How expensive? Honda has recently dropped prices across the

Civic range, so the basic S-spec, petrol-powered entry point for a Tourer now starts at £18,650, and our EX Plus diesel drops from £27,460 to £26,140. But even so, a Focus 1.5 TDCi Estate in top Titanium spec costs £22,095, and a Golf 1.6 TDI Estate in VW's mid-order SE trim but nonetheless a rung or two farther up the premium ladder is £22,085. Honda's EX Plus trim is extremely generous, but you've got quite some leeway there to add extras to the Ford and VW. Even the 2.0 TDI Golf Estate in top-end GT spec undercuts our car by more than £1000.

Clearly, the Honda represents better value in a lesser trim, with the SE Plus 1.6 i-DTEC appearing to offer the most appealing compromise of kit (dual-zone climate, front foglights, parking sensors

and camera, auto lights and wipers and 17in wheels) and cost. It will still set you back £21,570, or £22,180 with sat-nav.

Ultimately, any buying decision that drives you to a Civic Tourer will be swayed as much by subjective reasons as objective ones. I really took to ours over 17,000-odd miles, but it's not a car that's necessarily going to grab you on first acquaintance. Aside from the cast-iron positives such as its impressive diesel engine, remarkable fuel economy and large and practical load space, it's as likely to draw you in with its distinctive looks and, perhaps, an already ingrained brand loyalty; Honda dealerships tend to be pretty pleasant places to visit and do business with, and that really matters for a lot of people. But whatever might sway you towards a Civic Tourer, it's unlikely to be the price. Which is a real shame, because Honda's likeable load-carrier deserves a wider audience than, sadly, it's likely to get. tim.dickson@haymarket.com

TEST DATA

HONDA Civic Tourer 1.6 i-DTEC EX Plus

TEST STARTED 19.3.14

Mileage at start	225
Mileage at end	17,450

PRICES

List price then	£27,460
List price now	£26,140
As tested	£27,960
Dealer value now	£18,210
Private value now	£17,134
Trade value now	£15,738

OPTIONS

Metallic paint £500

FUEL CONSUMPTION AND RANGE

Claimed economy	72.4mpg
Fuel tank	50 litres
Test average	59.6mpg
Test best	82mpg
Test worst	44.4mpg
Real-world range	656 miles

TECH HIGHLIGHTS

0-62mph	10.5sec
Top speed	121mph
Engine	4 cyls, 1597cc, turbodiesel
Max power	118bhp at 4000rpm
Max torque	221lb ft at 2000rpm
Transmission	6-spd manual
Boot	624-1668 litres
Wheels	17in, alloy
Tyres	225/45 R17 Michelin Primacy
Weight	1440kg

SERVICE AND RUNNING COSTS

Contract hire rate	£331
CO ₂	103g/km
Service costs	£229
Other costs	None
Fuel costs	£1529
Running costs inc fuel	£1758
Cost per mile	£0.10
Depreciation	£12,222
Cost per mile inc dep'n	£0.80
Faults	Temperature sensor replaced, screenwash filler cap gone AWOL

PREVIOUS REPORTS

10 Mar 2014, 9 Apr, 14 May, 28 May, 2 Jul, 6 Aug, 10 Sep, 24 Sep, 15 Oct, 29 Oct, 12 Nov, 26 Nov, 31 Dec, 21 Jan 2015, 25 Feb

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Jaguar F-Type R Coupé

Mileage | 10,130 The F-Type's growing traction issues suggest it needs new rear tyres

Our F-Type R has now breezed through the 10,000-mile mark – or rather, it has slithered across it, given that the rear tyres are not in the best of condition. Small wonder, really, that even the road testers draw breath now when anyone has the temerity, the sheer nerve, to reach for the Jaguar's key. The 542bhp two-door has a reputation for being lively at the best of times; now, on greasy roads that can still have a touch of frost in the morning, it's a right old handful. Handle with care and all that.

Still, even with kid gloves on, the F-Type remains a car with a great sense of occasion. The neighbours won't thank you for firing it up much before 10am, and it's impossible to resist flicking the exhaust button to activate the full-on crackles and pops on downshifts.



Rattling speakers can even be heard over the tyre roar



The exhaust button is difficult to resist

Traction? Pah. Who needs it?

The cabin has stood up better than you may have expected after 10,000 miles of abuse. There aren't really any trim rattles to speak of – although oddly, one of the left-side speakers on the Meridian stereo system is resonating quite badly with certain frequencies of sound. You can hear it buzzing even above the tyre roar – and there's plenty of that on motorways.

Perhaps it's down to the fact that the F-Type R now comes with a health warning, but fuel economy is holding up better than expected. Our car has averaged 22.8mpg so far, which isn't going to solve the world energy crisis overnight but is actually pretty respectable for a car whose performance figures – a top speed of 186mph and 0-60mph in 4.0sec – lie on the fringes of supercardom.

If we're going to get anywhere near to exploiting the car's full potential, though, we're going to have to get a new set of rears fitted – so it's time to head over to the local tyre depot for a bit of credit card meltdown.

Spring is nearly here and the roads are starting to dry out; it would be criminal if our F-Type wasn't in the mood to enjoy them to the full.

john.mcilroy@haymarket.com

Jaguar F-Type R Coupé

Price £85,000 **Price as tested** £96,500

Economy 22.8mpg **Faults** Rattling speaker

Expenses None **Last seen** 18.2.15



BMW X5 xDrive30d

Mileage 6889

One of the great reliefs of my life was discovering that neither of my daughters has the slightest interest in cars. I love cars, but I also eat, drink, sleep and breathe them for more hours a week than is healthy. So I get to come home, switch off and talk

about far more important stuff, like whether Hitler or Stalin was the bigger baddie and how a blue and black dress can appear to be white and gold.

Yet just occasionally my world and theirs coincide, and the consequences are rarely pretty. One day I'll find a way of persuading Autocar's editor to

let me recount what happens when you try to lap the Targa Florio course in a rented Fiat Stilo estate with two car-sick children and one furious wife on board.

More recently, however, a trip through France in the X5 took us conveniently close to Le Mans. In my working world, there is probably no place nor any subject closer to my heart, and I felt sure a short jaunt around the Circuit de la Sarthe would have a far less calamitous effect on the digestive tracts of my now teenage children and the mood of my missus than our Sicilian adventure.

For once, I was right. I would say at least two-thirds of the eight-and-a-bit-mile lap are still public roads, and they seemed to have a genuine interest in seeing this place that meant so much to me. For a change, the traffic was light, so I was able to travel at better than the smoky camion pace that is usually standard fare around here.

They marvelled at the Mulsanne Straight and thought Arnage pretty pointless, a view shared by thousands

of racing drivers who have come here during the past 82 years.

As for the X5, it was superb – fast enough to give an impression of speed, but not so fast as to scare the distaffs. It was poised and stable, even over the crests and curves leading down to Indianapolis. In short, it behaved as a BMW should, SUV or not.

andrew.frankel@autocar.co.uk

BMW X5 xDrive30d M Sport

Price £52,945 **Price as tested** £63,010

Economy 32.7mpg **Faults** Chassis fault alert

Expenses None **Last seen** 4.3.15



A stable drive for sensitive stomachs

Volkswagen Golf R

2.0 TSI 300 3dr

Saving £3,301

OTR £26,849

Fuel consumption in mpg (l/100km)
Urban 30.1 (9.4) Extra Urban 47.9 (5.9)
Combined 39.8 (7.1) Co2 165g/km



THIS MONTH'S STAR CAR

Mercedes-Benz C-Class Saloon

SAVE 12%

C220 BlueTEC SE 4dr

Saving £3,493

OTR £26,287

Fuel consumption in mpg (l/100km)
Urban 58.9 (4.8) Extra Urban 83.1 (3.4)
Combined 70.6 (4.0) Co2 103g/km



Nissan Qashqai

SAVE 10%

1.5 dCi Visia 5dr

Saving £1,996

OTR £18,019

Fuel consumption in mpg (l/100km)
Urban 67.3 (4.2) Extra Urban 78.5 (3.6)
Combined 74.3 (3.8) Co2 99g/km



NEW 2015 Škoda Fabia

SAVE 12%

1.2 TSI 90 SE 5dr

Saving £1,539

OTR £11,851

Fuel consumption in mpg (l/100km)
Urban TBC Extra Urban TBC
Combined TBC Co2 107g/km



Volkswagen Golf Match

SAVE 12%

1.6 TDI 5dr

Saving £2,492

OTR £18,898

Fuel consumption in mpg (l/100km)
Urban 61.4 (4.6) Extra Urban 85.6 (3.3)
Combined 74.3 (3.8) Co2 99g/km



Audi A3 Sportback

SAVE 11%

1.4 TFSI 125 SE 5dr

Saving £2,184

OTR £18,311

Fuel consumption in mpg (l/100km)
Urban 42.2 (6.7) Extra Urban 68.9 (4.1)
Combined 55.4 (5.1) Co2 117g/km



NEW 2015 Audi Q3

SAVE 11%

2.0 TDI 150 SE 5dr

Saving £2,886

OTR £23,994

Fuel consumption in mpg (l/100km)
Urban: 53.3 (5.3) Extra Urban 68.9 (4.1)
Combined 61.4 (4.6) Co2 119g/km



NEW 2015 Audi A6 Saloon

SAVE 19%

2.0 TDI Ultra SE 4dr

Saving £5,977

OTR £25,978

Fuel consumption in mpg (l/100km)
Urban 55.4 (5.1) Extra Urban 74.3 (3.8)
Combined 65.7 (4.3) Co2 113g/km



Mercedes-Benz GLA

SAVE 9%

200 CDI Sport 5dr

Saving £2,304

OTR £23,961

Fuel consumption in mpg (l/100km)
Urban 51.4 (5.5) Extra Urban 72.4 (3.9)
Combined 62.8 (4.5) Co2 119g/km



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THE LOG BOOK



Audi TT

Mileage 5335 Last seen 18.2.15

The TT does the big things well, but it's gratifying to find that the little details have been thought through, too. The handbook, for example, lives beneath the seat, freeing up the glovebox for James Blunt CDs and Haribo. The parcel shelf, meanwhile, has clips that ping away rather than break if you overload the boot. Neat, thoughtful touches. **SP**



Volvo V60

Mileage 9081 Last seen 25.2.15

If there's a long journey looming, the V60's keys are in demand. Snapper Will Williams recently took the Volvo to Devon, chewing up the miles as the heavens opened. In such conditions, the V60's cabin is a great place to be. Volvo's seats are leagues ahead for long-distance driving, and the car benefits from a chassis tune that is optimised for high-speed stability. **HH**



Citroën C4 Cactus

Mileage 1562 Last seen 25.2.15

I was sitting in the Citroën, minding my own business, when I heard and felt a sickening thump. A glance in my passenger-side mirror revealed that someone had opened their door into the side of the Cactus. Fortunately, the door had hit one of the distinctive 'Airbump' panels dead centre and, much to my relief, no damage was done. Fit for purpose, then. **LK**



Renault Twingo

Mileage | 810 Our city car steps out of its comfort zone to try its hand on the motorway

It's been nearly a month since the Twingo arrived on the Autocar fleet. In that time, I've struggled to keep hold of the keys. People want a go in the interesting new city car.

The miles are piling on, too, and I've finally taken the car out of its natural urban environment to find out how it copes on the motorway.

It's worth reiterating the point that the Twingo is not a fast car. An official 0-60mph time of 14.5sec couldn't be matched by our road testers (they managed it in a more leisurely 17.6sec), so when I took the Renault on a run from London to Oxford on the M40 I quickly learned that it takes some work to keep up with faster traffic. The shortage of pace isn't really a problem in town, but it's a different matter on the motorway, especially when that motorway climbs uphill. A number of times I had to change down to fourth to maintain momentum – and the car would have liked me to change down more often than I did, if the gearshift indicator is to be believed.

So the Twingo isn't the most relaxing motorway companion. There's lots of wind and road noise, too, and the light steering does nothing to fill the driver with confidence.

Luckily, our Twingo spends most of



Twingo's super-tight turning circle is a boon in town

its time within the M25, and here, I'm pleased to report, it performs much better. It doesn't feel as out of its depth as it does on the motorway, and it's quieter, which is a blessing. Bumps unsettle it a bit but not terribly.

The best thing about the Twingo is the turning circle. It's quite astonishing and is prompting me to do turns in the road just because I can. I wonder if that novelty will wear off any time soon. As well as serving as a party trick, the tight turning circle helps with manoeuvring in cramped London car parks. It's a real shock to get into a different car and not be able to keep turning the steering wheel as far as I can in the Twingo.

Another important feature of the Twingo is the smartphone dock that juts out of the dashboard. It sounds like a great idea, and it is useful, but there are some issues with it that hopefully Renault will be able to iron out. For example,

neither USB port (there's one on the dock itself and one on the front of the radio) is able to charge my iPhone. I've used the cable supplied by Renault – which elicits a 'this is not supported' warning from my phone – and an Apple cable. It seems there isn't enough power coming from the socket. If the iPhone is fully charged, it keeps most of its charge, but if it's anything below it will lose power as we go along – a situation not helped by both the Bluetooth and GPS having to be on if you want to navigate using the Renault app.

The other issue? The maps on my version of the app have become corrupted, so I'm going to have to reinstall them. It isn't quite as plug-and-play as we'd hoped, then, but it's a step in the right direction if the teething problems get resolved. **matthew.burrow@haymarket.com**

Renault Twingo 1.0 SGe 70 Play

Price £9995 **Price as tested** £10,735

Economy 62.8mpg **Faults** None

Expenses None **Last seen** 25.2.15



Renault's USB sockets aren't up to charging an iPhone

DEALS

**Bargain new
and used motors**



The Rolls-Royce of used cars

There's no better way to enjoy limousine luxury than in a BMW-era Rolls-Royce, says **James Rupert**

Everyone should travel in Rolls-Royce style at least once in their lives. Trouble is, you don't actually get to drive yourself to the wedding, and as for the funeral...

However, it's possible to make every single day memorable when you own a Roller. And Rollers, as we must never call them, are now cool and better made than ever. So I wondered if it was worth taking a look at some of the older Flying Ladies. Then I changed my mind and thought I'd much rather invest in the more recent, and reassuringly Bavarian, Rolls-Royces.

First, there was the Silver Seraph. Essentially, it's a top-of-the-range BMW 7 Series wearing a bespoke Savile Row suit. That may be an oversimplification but, in effect, this is what it was. It was

also a bit of a compromise, with wafty rather than BMW-sharp handling and a standard of interior fit and finish that wasn't commensurate with a car costing about £160,000. BMW mechanicals and electronics are certainly a bonus because they don't usually go wrong, and the bigger Park Ward model gave the opportunity to stretch out in the back. There aren't huge numbers of them around, but a decent one will be no less than £35,000, and they can go up to £50k, which is rather more than a contemporary, 1999 7 Series.

Next along was the Phantom, which brought with it comfort, refinement, power and quality. The styling isn't for everyone, but it does give the car a huge presence and now looks better than



Most Phantoms are a six-figure outlay

ever. A Rolls-Royce is all about attracting attention, and this model does that easily. The rear doors are hinged at the rear, making entrances and exits even more stylish. Both the engine and the sophisticated electronic technology come from BMW and it all works. Joining the club now costs less than £100k; you can catch a 2003 Phantom with full history and pretty marginal miles for £95,000. Limited-run Black Editions

You can catch a 2003 Rolls-Royce Phantom with full history and pretty marginal miles for £95,000



P66 James Rupert
Used car expert



P68 Mark Pearson
Deals expert



P70 Nic Cackett
Data expert

A decent Silver Seraph is likely to be at least £35,000



BANGERNOMICS BEST BUYS



READER'S CAR: JAGUAR S-TYPE

Three accountants took time off from concocting tax-efficient schemes for clients to do something truly exciting. They bought a Jaguar S-Type 3.0 automatic with no V5 or MOT and not an unscratched panel for £250, and took it on the 'Barmy to Barcelona' banger rally. It cruised all the way there and all the way back without drama. In all, 2500 miles and 27mpg. Then they sold it for £750. Not only that, but the duplicate V5 revealed a current MOT, and a full service history was under a carpet in the back.

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WHAT CAUGHT MY EYE THIS WEEK: BMW 8-SERIES

It's all I spend my time looking at now. Derided at the time, it now looks sensational. Pop-up headlights. V8 engine. I will have to buy one.

USED CAR DILEMMA: FISHER KARMA

It looks gorgeous, like a spaceship, and is exceptionally well finished. It has a petrol engine, of course (every car should), but that's there only to back up the battery pack, and in all-electric mode it's jolly good.

THE FUTURE
OF MOTORING

WHICH
IS NOW EXTINCT!



from 2006 are available from £112,000, although you do see them for more, and £120,000 seems to buy a lot of nine-year-old luxury lorry in perfect condition.

Then again, if you want something a tad more wieldy, try a Ghost. Some argue that you can see a bit too much BMW in the Ghost, but at least that means it is refined, well built and spacious. It could even make you wonder what the point of a Phantom is. What you probably don't want to buy into, though, is one of those bright colour schemes beloved of some show-offs. About £120,000 is where you'll start, if you're lucky, for a 2010 example, but most seem to be the wrong side of £125,000.

So come on, let's go mad, liquidise our assets and get Rolling.

They'll never be cheaper than this

Now's the time to buy one of these £5k bargains, says **Mark Pearson**, because their prices will only go up in future

1 Honda S2000 (2000-2009)

Honda's grown-up version of the Mazda MX-5 produced 237bhp from its normally aspirated 2.0-litre VTEC engine, at a giddy 8300rpm. It also had all-round double wishbone suspension, a low centre of gravity and 50/50 weight distribution.

It was quick, too; 0-60mph took 6.2sec and it topped out at

150mph. Some found its on-the-limit handling twitchy; others thought its electrically assisted steering lacked feedback, but a vintage S2000 will still put a smile on your face.

Add in Honda's legendary build quality and for £5k it's a steal. Hurry, though; good ones are beginning to command a lot more.



2



Jaguar XJS (1975-1996)

Jaguar's successor to the E-Type was a remarkably refined grand tourer, rather than an out-and-out sports car.

With its silky 5.3-litre V12, later XJSs could waft up to 155mph, and its ride was always magnificent. In 1983 it was joined by a 3.6-litre in-line six (later enlarged to 4.0 litres) that was almost as quick but much easier on the wallet.

The earlier V12s could be troublesome,

however, and are probably best avoided. Rust is a known problem, so check the floor, sills and front wings. The engines are generally reliable, but avoid high mileages, check the oil pressure and watch out for dark smoke.

Find a good XJS and you'll have an appreciating classic. Old Jags are in demand, and you'll pay at least 10 times as much as this for an E-Type.

Porsche Boxster (1996-present)

Fancy a mid-engined, open-top Porsche capable of 150mph for under £5k? With its push-me pull-you looks, the original Boxster polarised opinion, but the car was a gem from the off, with a sweet 2.5-litre flat six and eager performance.

Later models grew in engine displacement and power, but all retained the deft handling and wind-in-the-hair

fun of the original low-slung hipster.

Your £5k buys one of the earlier cars, though, and that means careful shopping. Although Porsches are well made, Boxsters will have been used with enthusiasm, so check the car's history carefully and look out for worn suspension bushes, accident damage and corrosion.

3





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4



Citroën C6 (2005-2012)

It took courage to overlook depreciation issues and buy a C6 brand new. In the end, fewer than a thousand people in the UK did – which at least made it exclusive.

Big Citroëns have a reputation for being complex and unreliable, too, but C6 owners have only good things to say. The diesel V6 is refined (there was a petrol V6, too, but you'll be lucky to find one) with a reputation for reliability.

There's a wonderfully supple ride, and the cossetting cabin is well isolated; push it hard and there's plenty of roll, a reminder that its forte was touring, not blasting around the Nürburgring.

Prices for the earlier cars have now sunk below the £5k mark, and with interest in the DS, CX and XM on the up, this would seem to be a good time to buy into the C6's highly individual style.

Renault Alpine GTA (1986-1991)

There aren't that many GTAs out there, but if you're lucky enough to find one, you'll have a rare and distinctive sports car with real pedigree on your hands.

Its rear-mounted 2.5-litre V6 was good for 200bhp, 152mph and 0-60mph in 6.3sec in its more compelling turbocharged form. It had bags of roadholding, strong traction, eager

handling, great steering and a neat short-throw gearshift. It still looks great today, with its low-drag, 2+2 glassfibre body purposefully squatting on its deliciously wide tyres.

You'll pay a lot more than £5k for the Renault Alpines that came both before and after this model, so if you can find a good GTA, snap it up right away.

5



NEW CARS A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseste trim it's great fun to drive				
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	£16005	133	155	27
PUNTO EVO 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch				
1.4 Turbo M'Air	£16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB TwinAir 105 Distinctive	£16070	103	98	13
0.9 TB Twinair 105 Sprint	£14870	103	99	13
0.9 TB TwinAir 105 OV Line	£16820	103	98	13
1.4 140 M'air TCT Distinctive	£17620	138	124	19
1.4 140 M'air TCT OV Line	£18370	138	124	20
1.4 170 M'Air O'Verde	£20210	168	139	26
1.3 JTDm-2 85 Sprint	£15415	94	90	11
1.3 JTDm-2 85 Distinctive	£16655	94	90	11
1.6 JTDm-2 120 0'ive S-S	£17820	118	114	19
1.6 JTDm-2 120 OV Line	£18570	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	£27380	148	110	20
1.4 TB 120 Progression	£18240	118	149	16
1.4 TB 120 Distinctive	£19490	118	149	16
1.4 TB Multiair 170 Distinctive	£20990	168	134	23
1.4 TB Multiair 170 Excl.	£22740	168	134	23
1.4 TB Multiair 170 Ex'ive TCT	£24035	168	121	23
1.4 TB Multiair 170 Sportiva N	£24490	168	134	23
1.4 TB Mult'170 Spva Nav TCT	£25785	168	121	23
1.6 JDTM 105 Progression	£19170	103	114	16
1.6 JDTM 105 Distinctive	£20420	103	114	16
1.6 JDTM 105 Excl.	£22170	103	114	16
2.0 JTDm 150 Distinctive	£21720	148	110	20
2.0 JTDm 150 Excl.	£23470	148	110	20
2.0 JTDm 150 Sportiva Nav	£25220	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	£45000	237	-	50
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51350	394	224	-
3.0 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50350	394	224	-
3.0 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.				
3.0 S Biturbo	£56450	394	225	-
3.0 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3.				
3.0 S Biturbo	£51350	394	225	-
B5 4dr saloon Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	500	255	-
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine				
3.0D Biturbo	£46950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£55950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	£54950	345	-	49
ARIEL				
ATOM 0dr open Superbike fast track mentalism. As exhilarating as cars get				
245	£29321	245	-	-
300	£34319	300	-	-
V8				
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	£149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8 N420	£96995	420	328	-
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	420	299	-
5.9 V12	£135000	510	388	-
5.9 V12 S	£138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	420	299	-
5.9 V12	£150000	510	388	-
5.9 V12 S	£141995	470	333	-
DB9 VOLANTE 2dr open Facelift a big improvement dynamically				
5.9 V12	£131995	470	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best				
5.9 V12	£131995	470	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too				
5.9 V12	£189995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined				
1.2 TFSI 86 S line Style Edit	£18450	84	118	12
1.4 TFSI 122 S line Style Edit	£18860	121	124	18
1.6 TDI 105 S line Style Edit	£19510	103	99	16
1.2 TFSI 86 SE	£14115	84	118	9
1.2 TFSI 86 Sport	£15955	84	118	9
1.2 TFSI 86 S line	£17500	84	118	9
1.4 TFSI 122 Sport				
1.4 TFSI 122 Sport auto	£16365	121	124	15
1.4 TFSI 122 S line	£17910	121	124	16
1.4 TFSI 122 S line auto	£19360	121	122	16
1.4 TFSI 140 Sport ACT	£17215	138	109	21
1.4 TFSI 140 S line ACT	£18760	138	109	21
1.4 TFSI 140 Black Edition ACT	£20010	138	109	22
1.4 TFSI 185 S line auto	£21420	182	139	28
1.4 TFSI 185 Black Edition aut	£22670	121	139	28
2.0 TFSI 231 S1	£25380	228	162	33
1.6 TDI 105 SE	£15175	103	99	14
1.6 TDI 105 Sport	£17015	103	99	14
1.6 TDI 105 S line	£18560	103	99	15
2.0 TDI 143 Sport	£18640	141	108	21
2.0 TDI 143 S line	£20185	141	108	21
2.0 TDI 143 Black Edition	£21435	141	108	21
A1 5dr sportback Rear doors add convenience to an attractive package				
1.2 TFSI 86 S line Style Edit	£19070	84	118	12
1.4 TFSI 122 S line Style Edit	£19480	121	126	18
1.4 TFSI 140 Black Edition ACT	£20630	138	113	22
1.4 TFSI 140 S line ACT	£19380	138	113	21
1.4 TFSI 140 Sport ACT	£17835	138	109	21
1.4 TFSI 185 Black Edition	£23290	182	139	29
1.6 TDI 105 S line Style Edit	£20130	103	99	16
2.0 TFSI 143 Black Edition	£22055	141	108	22
1.2 TFSI 86 SE	£14735	84	118	9
1.2 TFSI 86 Sport	£16575	84	118	9
1.2 TFSI 86 S line	£18120	84	118	9
1.4 TFSI 122 Sport	£16985	121	126	15
1.4 TFSI 122 S line	£18530	121	126	16
1.4 TFSI 185 S line	£22040	182	139	28
2.0 TFSI 231 S1	£26110	228	166	33
1.6 TDI 105 SE	£15795	103	99	14
1.6 TDI 105 Sport	£17635	103	99	14
1.6 TDI 105 S line	£19180	103	99	15
2.0 TDI 143 Sport	£19260	141	108	21
2.0 TDI 143 S line	£20805	141	108	21
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	£18575	108	114	14
2.0 TDI 184 quattro S line	£29905	148	124	26
2.0 TDI 184 quattro Sport	£27755	148	124	26
2.0 TDI 184 S line	£26995	148	108	28
2.0 TDI 184 Sport	£24845	148	108	27
2.0 TFSI 300 quattro S3	£30940	296	162	36
1.2 TFSI 110 Sport	£19975	108	114	14
1.2 TFSI 110 S line	£22125	108	114	15
1.4 TFSI 125 SE	£19875	123	117	16
1.4 TFSI 125 S line	£23425	123	117	16
1.4 TFSI 150 SE ACT	£20725	148	109	21
1.4 TFSI 150 Sport ACT	£22125	148	109	21
1.4 TFSI 150 S line ACT	£24275	148	109	21
1.8 TFSI 180 Sport	£23905	178	135	23
1.8 TFSI 180 quattro Sport	£26830	178	149	25
1.8 TFSI 180 S line	£26055	178	135	24
1.8 TFSI 180 quattro S line	£28980	178	149	25
1.6 TDI 110 SE	£20825	108	99	15
1.6 TDI 110 Sport	£22225	108	99	15
1.6 TDI 110 S line	£24375	108	99	16
2.0 TDI 150 SE	£22175	148	106	21
2.0 TDI 150 Sport	£23575	148	106	21
2.0 TDI 150 S line	£25725	148	106	21
A3 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£29930	148	119	23
2.0 TDI 150 SE	£28850	148	123	23
2.0 TDI 150 Sport	£29855	148	127	23
2.0 TDI 177 SE Technik	£29320	175	120	27
2.0 TFSI 225 quattro Black Edit	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34200	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	33
2.0 TFSI 225 quattro SE Techni	£32645	222	155	33
1.8 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25385	118	151	19
1.8 TFSI 120 S line	£26940	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27000	168	134	25
1.8 TFSI 170 S line	£28555	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4 Black Edition	£49310	328	178	36
2.0 TDI 136 SE Technik	£27300	134	112	23
2.0 TDI 136 SE	£27300	134	112	23
2.0 TDI 163 ultra SE	£28320	161	109	27
2.0 TDI 163 ultra SE Technik	£29320	161	109	27
2.0 TDI 177 S line	£30875	175	120	28
2.0 TDI 177 Black Edition	£31950	175	120	28
2.0 TDI 177 SE Technik	£29880	175	124	27
2.0 TDI 177 SE Technik	£30880	175	134	27
2.0 TDI 177 SE Technik	£32435	175	134	27
2.0 TDI 177 SE Technik	£33510	175	134	28
3.0 TDI 245 SE	£35360	237	149	33
3.0 TDI 245 S line	£37915	237	149	33
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	£24045	123	117	16
1.4 TFSI 125 Sport	£21895	123	117	16
1.8 TFSI 180 quattro S line	£29600	178	149	25
1.8 TFSI 180 S line	£26675	178	135	24
1.8 TFSI 180 Sport	£24525	178	135	23
2.0 TDI 150 S line	£26345	148	106	21
2.0 TDI 150 SE	£22795	148	106	21
2.0 TDI 150 Sport	£24195	148	106	21
2.0 TDI 184 quattro S line	£30525	175	124	26
2.0 TFSI 300 quattro S3	£35600	296	162	36
1.2 TFSI 110 SE	£19195	108	114	14
1.2 TFSI 110 Sport	£20595	108	114	14
1.2 TFSI 110 S line	£22745	108	114	15
1.4 TFSI 125 SE	£20495	123	117	16
1.4 TFSI 150 SE ACT	£21345	148	109	21
1.4 TFSI 150 Sport ACT	£22745	148	109	21
1.4 TFSI 150 S line ACT	£24895	148	109	21
1.8 TFSI 180 quattro Sport	£27450	178	149	25
1.6 TDI 110 SE	£21445	108	99	16
1.6 TDI 110 Sport	£22845	108	99	17
1.6 TDI 110 S line	£24995	108	99	17
2.0 TDI 184 Sport	£25465	175	120	27
2.0 TDI 184 quattro Sport	£28375	175	124	26
2.0 TDI 184 S line	£27615	175	120	28
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 177 quattro S line	£35715	175	134	28
2.0 TDI 177 quattro Black Edn	£36790	175	134	29
3.0 TDI 204 S line	£37660	201	129	30
3.0 TDI 204 Black Edition	£38735	201	129	30
3.0 TDI 245 quattro S line	£41185	242	149	35
3.0 TDI 245 quattro Black Edn	£42260	242	149	35
A5 CABRIOLET 2dr open	Appealing, Lower-powered, steel-sprung trim's best	★★★★☆		
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37395	148	124	27
2.0 TDI 150 S line Special Ed	£38520	148	124	27
2.0 TDI 150 SE	£34145	148	124	27
2.0 TDI 177 S line Special Ed	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41745	222	159	37
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37
2.0 TFSI 225 quattro SE	£38495	222	159	37
2.0 TFSI 225 S line	£38705	222	148	36
2.0 TFSI 225 S line Special Ed	£39830	222	148	36
2.0 TFSI 225 SE	£35455	222	148	35
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Spe	£46110	242	154	40
1.8 TFSI 170 SE	£32320	168	143	28
3.0 TFSI 333 S5	£46770	328	184	42
4.2 V8 RS5	£69505	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£44985	242	154	39
A6 4dr saloon	The best sprung Audi saloon, and one of the most appealing full stop.	★★★★☆		
3.0 BITDI 320 quattro Black Ed	£50750	316	164	44
3.0 BITDI 320 quattro S line	£48575	316	159	43
3.0 TDI 218 Black Edition	£42720	215	127	35
3.0 TDI 218 quattro Black Edn	£44480	215	138	40
3.0 TDI 218 quattro S line	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
3.0 TDI 272 quattro Black Edn	£46040	268	138	42
4.0 TFSI 450 S6	£59605	429	214	42
2.0 TDI 190 Ultra SE	£31555	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Edn	£36580	187	119	33
3.0 TDI 218 SE	£38095	215	122	34
3.0 TDI 218 S line	£40545	215	122	34
3.0 TDI 272 quattro SE	£41415	268	133	41
3.0 TDI 272 quattro S line	£43865	268	133	41
3.0 BITDI 320 quattro SE	£46125	316	164	43
A6 AVANT 5dr estate	A capable stress buster, BITDI a giant killer	★★★★☆		
3.0 BITDI 320 quattro Black Ed	£52860	316	169	44
3.0 BITDI 320 quattro S line	£50575	316	164	43
3.0 TDI 218 Black Edition	£44720	215	130	35
3.0 TDI 218 quattro Black Edn	£46495	215	144	40
3.0 TDI 218 quattro S line	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
3.0 TDI 272 quattro Black Edn	£48055	268	144	42
4.0 TFSI 560 RS6	£71795	552	223	50
4.0 TFSI 450 S6	£58000	429	217	42
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	119	33
3.0 TDI 190 Ultra Black Edn	£38580	187	124	33
3.0 TDI 218 SE	£40095	215	125	34
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 272 quattro SE	£43415	268	138	41
3.0 TDI 272 quattro S line	£45865	268	138	41
3.0 BITDI 320 quattro SE	£48125	316	164	43
A6 ALLROAD 5dr estate	Rugged 4x4 A6. Even more pricey	★★★★☆		
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 BITDI 313 quattro	£50115	308	176	41
A7 SPORTBACK 5dr hatch	A good mix of luxury, practicality and power	★★★★☆		
3.0 TDI 204 quattro	£56800	309	166	42
3.0 BITDI 313 quattro Black Ed	£54450	309	166	42
3.0 BITDI 313 quattro SE	£52660	309	166	42
3.0 TDI 204	£41175	201	133	33
3.0 TDI 204 quattro Black Edn	£50585	201	152	36
3.0 TDI 204 quattro S line	£48235	201	152	36
3.0 TDI 204 quattro SE	£46445	201	152	35
3.0 TDI 245 quattro Black Edn	£53155	242	156	41
3.0 TFSI 310 quattro Black Edn	£53260	296	190	41
3.0 TFSI 310 quattro S line	£49120	296	190	40
3.0 TFSI 310 quattro SE	£50910	296	190	41
4.0 TFSI 420 S7	£62345	414	225	43
4.0 TFSI RS7	£83515	552	229	47
3.0 TDI 204 SE	£44765	201	135	33
3.0 TDI 204 S line	£46555	201	135	34
3.0 TDI 245 SE quattro	£49015	242	156	40
3.0 TDI 245 S line quattro	£50805	242	156	41

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
A8 4dr saloon	Stylish, comfortable and solid, A convincing exec saloon	★★★★☆		
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68245	208	146	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80690	513	225	49
6.3 W12 500 quattro L	£98100	493	264	50
3.0 TDI 258 quattro SE	£66150	247	158	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exe	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72790	380	194	50
4.2 TDI 385 quattro SE Ex L	£76755	346	197	50
4.2 TDI 385 quattro Sport Exe	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 4dr 4x4	Typically refined and competent, but feels more A3 than SUV	★★★★☆		
1.4 TFSI 150 S line	£26625	138	137	20
1.4 TFSI 150 SE	£23875	138	137	20
2.0 TDI 140 quattro S II plus	£32145	138	149	19
2.0 TDI 140 quattro S line	£29795	138	149	18
2.0 TDI 140 quattro SE	£27045	138	149	18
2.0 TDI 177 quattro S II plus	£33085	175	148	23
2.0 TDI 177 S line	£29305	168	144	24
2.0 TDI 177 SE	£26555	168	144	23
2.0 TFSI 170 quattro S II plus	£31840	168	174	24
2.0 TFSI 211 quattro S II plus	£34765	208	179	28
2.0 TFSI 170 quattro SE	£26740	168	174	20
2.0 TFSI 170 quattro S line	£29490	168	174	20
2.0 TFSI 211 quattro SE	£29665	208	179	25
2.0 TFSI 211 quattro S line	£32415	208	179	25
2.5 TFSI RS	£43015	306	206	37
2.0 TDI 140 SE	£25600	138	137	18
2.0 TDI 140 S line	£28350	138	137	18
2.0 TDI 177 quattro SE	£27985	175	148	21
2.0 TDI 177 quattro S line	£30735	175	148	21
Q5 5dr 4x4	Exceptionally good handling for an SUV, but very compromised ride	★★★★☆		
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32720	222	174	29
2.0 TFSI 225 quattro S line	£35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	£37620	222	174	30
2.0 TDI 150 quattro SE	£31635	148	154	21
2.0 TDI 150 quattro S line	£34035	148	154	21
2.0 TDI 150 quattro S line Plus	£36535	148	154	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
Q7 5dr 4x4	Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better	★★★★☆		
2.0 TDI 204 S line Plus	£50055	201	189	37
3.0 TDI 245 S line Plus	£51485	237	195	41
3.0 TDI 245 S line Sport Editi	£54485	237	195	41
3.0 TDI 245 S line Style Editi	£52985	237	195	41
4.2 TDI 340 S line Plus	£61120	335	242	46
4.2 TDI 340 S line Sport Editi	£64120	335	242	47
4.2 TDI 340 S line Style Editi	£66220	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£45555	237	189	36
3.0 TDI 245 S line	£46985	237	195	40
4.2 TDI 340 S line	£56620	335	242	45
TT 2dr coupé	TT finds its mojo at last. Drive experience now an equal to the obvious prestige	★★★★☆		
2.0 TFSI Sport	£29860	228	137	-
2.0 TFSI Sport quattro	£32785	228	149	-
2.0 TFSI S line	£32410	228	137	-
2.0 TFSI S line quattro	£35335	228	149	-
2.0 TDI ultra Sport	£29770	181	110	-
2.0 TDI ultra S line	£32320	181	110	-
TT ROADSTER 2dr open	Heavier and wobblier, but still as competent as they come	★★★★☆		
2.0 TDI ultra 184 S line	£34505	181	114	36
2.0 TDI ultra 184 Sport	£31955	181	114	35
2.0 TFSI 230 quattro S line	£37555	228	154	39
2.0 TFSI 230 quattro Sport	£35005	228	154	38
2.0 TFSI 230 S line	£34595	228	140	38
2.0 TFSI 230 Sport	£32045	228	140	37
R8 2dr coupé	Usable, but no less involving and dramatic for it. V10 is brutal	★★★★☆		
4.2 FSI 430 V8	£93735	424	332	50
5.2 FSI 525 V10	£114835	518	346	50

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
5.2 FSI 550 V10 Plus	£126835	543	346	50
R8 SPYDER 2dr open	Great noise, and loses little of the coupe's poise	★★★★☆		
4.2 FSI 430 V8	£102350	424	337	50
5.2 FSI 525 V10	£123485	518	349	50
BAC				
MONO 2dr open	An F-22 Raptor for the road. Only better built	★★★★☆		
Mono 2.3	£111168	280	-	-
BENTLEY				
CONTINENTAL GT 2dr coupé	A brilliant Audi V8-inspired reboot	★★★★☆		
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
CONTINENTAL GT CONVERTIBLE 2dr open	A brilliant Audi V8-inspired reboot	★★★★☆		
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
MULSANNNE 4dr saloon	Effortless and graceful. Great driving position	★★★★☆		
6.75 V8	£224700	506	393	-
FLYING SPUR 4dr saloon	A genuine luxury saloon. Superb inside. As it should be	★★★★☆		
4.0 V8	£136000	500	254	50
6.0 W12	£140900	616	343	50
6.0 W12 Mulliner	£150220	616	343	50
BMW				
13 5dr hatch	Superb really, but pricey and not free from the usual electric car practicality issues	★★★★☆		
13i EV	£30680	168	0	21
13i EV Range Extender	£33830	168	13	21
1SERIES 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★☆		
118i M Sport	£24390	215	137	22
114i ES	£17775	101	127	12
114i SE	£18345	101	127	12
114i Sport	£19475	101	132	13
116i SE	£19895	134	125	17
116i Sport	£21025	134	131	18
116i M Sport	£22470	134	131	18
116i Urban	£21025	134	131	18
118i SE	£21945	134	132	22
118i Sport	£22945	134	137	22
125i M Sport	£26025	215	154	30
M135i	£30845	315	188	39
114d ES	£19410	94	109	14
114d SE	£19980	94	109	14
114d Sport	£20980	94	112	15
116d SE	£20830	114	109	15
116d Sport	£21830	114	114	16
116d M Sport	£23275	114	114	16
116d Urban	£21830	114	114	16
116d EfficientDynamics	£20830	114	99	15
118d SE	£21975	141	109	19
118d Sport	£22975	141	115	20
118d M Sport	£24420	141	115	20
118d Urban	£22975	141	115	20
120d SE	£23425	181	114	24
120d Sport	£24425	181	119	24
120d M Sport	£25870	181	119	24
1SERIES 5dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★☆		
116d Eff Dynamics Business	£22760	114	99	15
120d xDrive M Sport				

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3 SERIES 5dr touring More of the same. Less of a work factor, but still as good as it gets ★★★★★				
316i ES	£24870	136	143	23
316i SE	£25720	136	143	23
316i Sport	£26720	136	143	23
320d EfficientDynamics	£30075	161	112	31
320d EfficientDynamics Business	£31475	161	112	31
320d Sport	£31075	181	125	31
320d xDrive SE	£31705	181	133	30
320i SE	£27905	181	152	30
320i xDrive Luxury	£31905	181	160	31
320i xDrive M Sport	£32405	181	160	31
320i xDrive SE	£29405	181	160	30
320i xDrive Sport	£30405	181	160	30
325d Luxury	£34505	215	134	36
325d M Sport	£35005	215	134	36
325d SE	£32005	215	134	35
328i SE	£31105	242	159	35
328i Sport	£32105	242	159	34
330d xDrive SE	£36920	255	142	40
335d xDrive Luxury	£42320	309	148	43
335d xDrive M Sport	£42820	309	148	43
335i Luxury	£39060	302	189	37
335i Sport	£39560	302	189	38
320i Sport	£28905	181	152	30
320i Luxury	£30405	181	152	31
320i M Sport	£30905	181	152	31
328i M Sport	£33605	242	159	36
316d ES	£34105	242	159	36
316d SE	£26875	114	123	20
316d Sport	£27725	114	123	20
318d SE	£28725	114	123	20
318d Sport	£28975	141	123	24
318d M Sport	£29975	141	123	24
318d Luxury	£31475	141	123	25
318d M Sport	£31975	141	123	25
320d SE	£30075	181	125	31
320d Luxury	£32575	181	125	32
320d M Sport	£33075	181	125	32
320d xDrive Sport	£32705	181	133	30
320d xDrive Luxury	£34205	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£35405	255	135	38
330d Luxury	£37905	255	135	38
330d M Sport	£38405	255	135	38
330d xDrive Luxury	£39420	255	142	41
330d xDrive M Sport	£39920	255	142	41
3 SERIES GT 5dr hatch Hatchback practicality meets 3-Series talent. Duller but decent ★★★★★				
318d SE	£32825	141	122	25
318d M Sport	£30575	141	119	24
320i M Sport	£31455	181	156	31
320i SE	£29205	181	153	31
320i xDrive Luxury	£32705	181	164	31
320i xDrive M Sport	£33065	181	167	31
320i xDrive SE	£30705	181	164	31
320i xDrive Sport	£31705	181	164	31
328i SE	£32405	242	156	35
330d xDrive M Sport	£40770	258	143	41
320i M Sport	£30205	181	153	31
320i Luxury	£31205	181	153	31
328i M Sport	£33405	242	156	36
328i Luxury	£34405	242	156	36
328i M Sport	£34655	242	158	36
335i Luxury	£39860	302	188	38
335i M Sport	£40110	302	189	38
318d Sport	£31575	141	119	24
318d Luxury	£32575	141	119	24
320d SE	£31675	181	129	30
320d Sport	£32675	181	129	30
320d Luxury	£33675	181	129	30
320d M Sport	£34055	181	131	30
325d SE	£33605	215	134	34
325d Luxury	£35605	215	134	34
325d M Sport	£35855	215	137	34
330d SE	£37005	258	135	40
330d Luxury	£39005	258	135	40
330d M Sport	£39255	258	136	40
330d xDrive SE	£38520	258	142	40
330d xDrive Luxury	£40520	258	142	40
335d xDrive Luxury	£43420	313	148	42
335d xDrive M Sport	£43670	313	149	42
4 SERIES 2dr coupé More talented GT than brilliant B-road steer. Very comely though ★★★★★				
420i M Sport	£40245	255	132	40
420i SE	£29425	181	144	30
420i Sport	£30925	181	144	30
420i Luxury	£31925	181	144	30
420i M Sport	£32425	181	147	30
420i xDrive SE	£30960	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
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420i xDrive SE	£32460	181	159	30
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420i xDrive M Sport	£32460	181	159	30
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420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
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420i xDrive SE	£32460	181	159	30
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420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive M Sport	£32460	181	159	30
420i xDrive SE	£32460	181		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 HDI 90 VTR	£18450	91	110	15
1.6 HDI 90 VTR+	£19710	91	110	15
1.6 e-HDI 90 VTR+ ET66	£20410	91	98	15
1.6 e-HDI 115 VTR+	£20510	113	105	17
1.6 e-HDI 115 VTR+ ET66	£21010	113	104	18
1.6 e-HDI 115 Excl.	£21810	113	105	17
1.6 e-HDI 115 Excl.+	£24210	113	105	18
2.0 Blue HDI 150 Excl.	£23010	148	110	24
2.0 Blue HDI 150 Excl.+	£25410	148	113	24
GRAND C4 PICASSO 5dr mpv Plushness and an improved dynamic make for a better car	★★★★★			
1.6 VTI 120 VTR	£19460	118	145	13
1.6 VTI 120 VTR+	£20720	118	145	13
1.6 THP 155 Excl.	£23020	154	139	21
1.6 THP 155 Excl.+	£25420	154	142	22
1.6 e-HDI 90 ET66 VTR	£20850	91	98	15
1.6 e-HDI 90 ET66 VTR+	£22110	91	98	15
1.6 e-HDI 115 VTR+	£22210	113	105	19
1.6 e-HDI 115 Excl.	£23510	113	105	18
1.6 e-HDI 115 Excl.+	£25910	113	105	19
2.0 Blue HDI 150 Excl.	£24710	148	110	24
2.0 Blue HDI 150 Excl.+	£27110	148	113	25
DACIA				
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable	★★★★★			
0.9 Tce Ambiance	£7595	89	116	6
0.9 Tce Laureate	£8795	89	116	7
0.9 Tce Stepway Ambiance	£8395	89	124	7
0.9 Tce Stepway Laureate	£9995	89	124	8
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	99	8
1.5 dCi Laureate	£9795	89	99	10
1.5 dCi Stepway Ambiance	£9395	89	105	10
1.5 dCi Stepway Laureate	£10995	89	105	11
LOGAN MCV 5dr estate Lacks its stablemates' charm. Certainly retains the cheap	★★★★★			
0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence	★★★★★			
1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	11
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10
FERRARI				
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal	★★★★★			
6.3 V12	£239592	730	350	50
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★			
6.3 V12	£227077	651	360	50
CALIFORNIA 2dr open Sleek, comfortable and fast. A real improvement	★★★★★			
4.3 V8	£152086	483	270	50
3.9 V8 T	£154490	552	250	50
458 2dr coupé The complete supercar. Calm ride, explosive performance	★★★★★			
4.5 V8 Italia	£178461	570	307	50
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner	★★★★★			
4.5 V8	£198906	570	275	50
FIAT				
PANDA 5dr hatch Cheap, practical and very nearly spot on	★★★★★			
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6
0.9 TwinAir 85 Trekking	£12795	84	105	6
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7
0.9 TwinAir 85 Easy	£11095	84	99	7
0.9 TwinAir 85 Lounge	£11595	84	99	7
0.9 TwinAir 85 4x4	£14295	84	114	7
1.2 Pop	£9095	68	120	3
1.2 Easy	£9895	68	120	4
1.2 Lounge	£10395	68	120	3
1.3 MultiJet 75 Pop	£11295	74	104	7
1.3 MultiJet 75 Easy	£12095	74	104	7
1.3 MultiJet 75 Lounge	£12595	74	104	7
1.3 MultiJet 75 Trekking	£13795	74	109	7
1.3 MultiJet 75 4x4	£15295	74	125	7
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive	★★★★★			
0.9 TwinAir 105 60	£15550	103	92	10
0.9 TwinAir 105 Lounge	£13700	103	92	10
0.9 TwinAir 105 S	£13850	103	92	10
0.9 TwinAir 85 60	£15070	84	99	10
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 MultiJet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13220	84	92	10
0.9 TwinAir 85 S	£13370	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14720	84	99	10
0.9 TwinAir 105 Cult	£15200	103	92	10
1.2 Pop	£10420	68	113	5
1.2 Lounge	£11820	68	113	6
1.2 S	£11970	68	113	9
1.2 Cult	£13320	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 MultiJet Lounge	£14220	94	97	15
1.3 MultiJet S	£14370	94	97	14
1.3 MultiJet Cult	£15720	94	97	14
500 CONVERTIBLE 2dr open Desirable, cute city car. Cab a better drive than hatch	★★★★★			
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16500	103	92	15
0.9 TwinAir 105 S	£16650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16170	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£14970	68	113	10
1.3 MultiJet 60	£18890	94	97	18
1.3 MultiJet S	£17370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15900	84	92	15
0.9 TwinAir 85 Cult	£16900	84	92	15
0.9 TwinAir 105 Cult	£17500	103	92	15
1.2 Pop S-S	£13420	68	113	9
1.2 Lounge S-S	£14700	68	113	10
1.2 Cult	£15700	68	113	10
1.3 MultiJet Lounge	£17100	94	97	18
1.3 MultiJet Cult	£18100	94	97	18
500X 5dr hatch Familiar styling works rather well as a crossover. Drives okay, too	★★★★★			
1.4 MultiAir 140 Pop Star	£17595	138	139	-
1.4 MultiAir 140 Lounge	£19345	138	-	-
1.4 MultiAir 140 Cross	£18595	138	-	-
1.4 MultiAir 140 Cross Plus	£20345	138	-	-
1.3 MultiJet 95 Pop Star	£18095	94	109	-
1.6 MultiJet 120 Pop Star	£19095	118	-	-
1.6 MultiJet 120 Lounge	£20845	118	-	-
1.6 MultiJet 120 Cross	£20095	118	-	-
1.6 MultiJet 120 Cross Plus	£21845	118	-	-
2.0 MultiJet 140 Cross AWD	£24095	118	147	-
2.0 MultiJet 140 Cross AWD	£25845	118	147	-
500L 5dr mpv A costly option, but has the style to fill out some of its missing substance	★★★★★			
1.4 95 Pop	£13040	94	145	10
0.9 Twinair Pop Star	£16690	103	112	11
0.9 Twinair Lounge	£18090	103	112	11
0.9 Twinair Trekking	£18790	103	119	11
1.4 95 Pop Star	£15200	94	145	10
1.4 95 Lounge	£16600	94	145	10
1.4 95 Trekking	£17300	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 MultiJet 85 Pop Star	£16690	83	110	8
1.3 MultiJet 85 Lounge	£18090	83	110	9
1.3 MultiJet 85 Trekking	£18790	83	114	7
1.6 MultiJet 105 Pop Star	£17690	103	117	17
1.6 MultiJet 105 Lounge	£19090	103	117	18
1.6 MultiJet 105 Trekking	£19790	103	122	15
1.6 MultiJet 120 Pop Star	£18190	118	120	17
1.6 MultiJet 120 Lounge	£19590	118	120	17
1.6 MultiJet 120 Trekking	£20290	118	120	17
500L MPV 5dr mpv As above but with seven seat flexibility in its more expensive format	★★★★★			
1.6 MultiJet 120 Lounge 7st	£20330	118	117	17
1.6 MultiJet 120 Pop Star 7st	£18830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 MultiJet 85 Pop Star 7st	£17330	83	110	8
1.3 MultiJet 85 Lounge 7st	£18830	83	110	9
1.6 MultiJet 105 Pop Star 7st	£18330	103	117	17
1.6 MultiJet 105 Lounge 7st	£19830	103	117	17
PUNTO 3dr hatch MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 MultiJet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 MultiJet GBT	£14275	85	90	13
PUNTO 5dr hatch MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 MultiJet Easy	£14375	85	90	13
1.3 85 MultiJet GBT	£14875	85	90	13
FORD				
KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride	★★★★★			
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8945	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11195	68	115	3
1.2 Metal	£11445	68	115	5
B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above	★★★★★			
1.0 EcoBoost 100 Zetec	£15395	99	119	9
1.0 EcoBoost 100 Titanium	£16595	99	119	10
1.0 EcoBoost 125 Zetec S-S	£15995	118	99	13
1.0 EcoBoost 125 Titanium X-S	£17195	118	99	13
1.0 EcoBoost 125 Titanium X	£18395	118	99	13
1.4 90 Studio	£12995	89	139	7
1.4 90 Zetec	£14795	89	139	8
1.6 105 Zetec Powershift	£16465	103	149	10
1.6 105 Titanium Powershift	£17665	103	149	11
1.5 TDCi 75 Zetec	£16195	74	109	8
1.6 TDCi 95 Zetec	£16695	94	104	10
1.6 TDCi 95 Titanium	£17895	94	104	11
FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini	★★★★★			
1.6 105 Titanium Powershift	£16300	103	138	12
1.6 105 Zetec Powershift	£14700	103	138	12
1.0 80 Zetec S-S	£13445	79	99	6
1.0 80 Titanium S-S	£14445	79	99	7
1.0 100 EcoBoost Zetec S-S	£13945	99	99	11
1.0 100 EcoBoost Titanium S-S	£14945	99	99	11
1.0 100 EcoBoost Titanium X-S	£16145	99	99	11
1.0 125 EcoBoost Titanium S-S	£15445	123	99	15
1.0 125 EcoBoost Titanium X-S	£16645	123	99	16
1.0 125 EcoBoost Zetec S-S	£15495	123	99	15
1.25 60 Studio	£9995	59	120	3
1.25 60 Style	£11695	59	120	4
1.25 82 Style	£12195	80	120	7
1.25 82 Zetec	£12945	80	120	7
1.6 105 Titanium Powershift	£12500	103	138	12
1.6 180 EcoBoost ST	£17250	180	138	30
1.6 180 EcoBoost ST2	£18250	180	138	30
1.6 180 EcoBoost ST3	£19250	180	138	30
1.5 TDCi 75 Style	£13695	74	98	8
1.5 TDCi 75 Zetec	£14445	74	98	9
1.5 TDCi 75 Titanium	£15445	74	98	9
1.6 TDCi 95 Style EConnectic S-S	£14795	94	87	11
1.6 TDCi 95 Zetec EConnectic S-S	£15345	94	87	12
1.6 TDCi 95 Zetec S	£15995	94	95	12
1.6 TDCi 95 Titanium EConnectic	£16345	94	87	12
1.6 TDCi 95 Titanium X	£17145	94	95	13
FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini	★★★★★			
1.25 82 Style	£12795	80	120	7
1.6 105 Zetec Powershift	£15300	103	138	12
1.0 80 Zetec S-S	£14045	79	99	6
1.0 80 Titanium S-S	£15045	79	99	7
1.0 100 EcoBoost Zetec S-S	£14545	99	99	11
1.0 100 EcoBoost Titanium S-S	£15545	99	99	11
1.0 100 EcoBoost Titanium X-S	£16745	99	99	11
1.0 125 EcoBoost Titanium S-S	£16045	123	99	15
1.0 125 EcoBoost Titanium X-S	£17245	123	99	16
1.25 60 Style	£12295	59	120	4
1.25 82 Zetec	£13545	80	120	7
1.5 TDCi 75 Style	£14295	74	98	8
1.5 TDCi 75 Zetec	£15045	7		

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Official fuel consumption figures for the Maserati Ghibli range in mpg (litres/100 km): Urban 18.0 (15.7) - 37.2 (7.6), Extra Urban 38.7 (7.3) - 56.5 (5.0), Combined 27.2 (10.4) - 47.9 (5.9). CO₂ emissions on combined cycle: 242 - 158 g/km. Fuel consumption and CO₂ figures are based on standard EU tests for comparative purposes and may not reflect real driving results.

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
MONDEO 5dr estate A vast and enjoyable estate. Reasonably priced. ★★★★★				
1.5T EcoBoost 160 Titanium	£22495	158	134	23
1.5T EcoBoost 160 Zetec	£22295	158	134	23
1.6 TDCi 115 Style	£22045	113	94	17
1.6 TDCi 115 Titanium	£24245	113	94	17
1.6 TDCi 115 Zetec	£23045	113	94	17
2.0 TDCi 150 Style	£22795	148	107	23
2.0 TDCi 150 Titanium	£24745	148	115	23
2.0 TDCi 150 Titanium Econetic	£24995	148	107	23
2.0 TDCi 150 Zetec	£23795	148	107	23
2.0 TDCi 180 Titanium	£25495	178	115	27
2.0T EcoBoost 240 Titanium	£26995	237	169	-
KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★				
2.0 TDCi 180 Titanium X Sport	£32045	178	135	22
1.6T 150 EcoBoost Titanium X S	£28350	148	154	20
1.6T 182 EcoBoost Titanium X S	£32510	180	179	23
2.0 TDCi 140 Titan X Sport 2WD	£29750	138	129	22
2.0 TDCi 163 Titanium X Sport	£31750	138	154	24
1.6T 150 EcoBoost Zetec 2WD	£21000	148	154	20
1.5T 150 EcoBoost Titanium	£21000	148	143	20
1.5T 150 EcoBoost Titanium	£22645	148	143	20
1.5T 150 EcoBoost Titanium X	£25395	148	143	20
1.6T 150 EcoBoost Titanium 2WD	£22650	148	154	21
1.6T 150 EcoBoost Titan X 2WD	£25400	148	154	22
1.5T 150 Titanium X Sport	£28345	148	143	20
1.6T 182 EcoBoost Zetec	£25160	180	179	21
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21
1.6T 182 EcoBoost Titanium	£26810	180	179	22
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	21
1.6T 182 EcoBoost Titanium X	£29560	180	179	23
1.5T 182 EcoBoost Titanium X A	£29545	180	171	21
1.5T 182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCi 140 Zetec 2WD	£22400	138	129	20
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium 2WD	£24050	138	129	21
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20
2.0 TDCi 140 Titanium 2WD	£26800	138	129	22
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 163 Titanium	£26050	138	154	22
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 163 Titanium X	£28800	138	154	24
2.0 TDCi 180 Titanium AWD	£26345	178	135	22
2.0 TDCi 180 Titanium AWD	£29095	178	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with. ★★★★★				
1.0T 100 EcoBoost Zetec S-S	£18150	99	117	10
1.0T 125 EcoBoost Zetec S-S	£18650	123	117	10
1.0T 100 EcoBoost Titanium S-S	£19650	99	117	10
1.0T 125 EcoBoost Titanium S-S	£20150	123	117	10
1.0T 125 EcoBoost Titanium S-S	£220150	123	117	10
1.6T 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	149	11
1.6T 182 EcoBoost Titanium X S	£22600	180	144	22
1.6T 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 180 Titanium X AWD	£22650	114	117	16
2.0 TDCi 140 Titanium £17125 138 129 20				
2.0 TDCi 163 Titanium	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater. ★★★★★				
1.0T 100 EcoBoost Zetec S-S	£19745	99	119	10
1.0T 125 EcoBoost Zetec S-S	£20425	123	119	10
1.0T 100 EcoBoost Titanium S-S	£21045	99	119	10
1.0T 125 EcoBoost Titanium S-S	£21545	123	119	10
1.0T 125 EcoBoost Titanium S-S	£22545	123	119	10
1.6T 150 EcoBoost Titanium S-S	£22545	148	119	11
1.6T 182 EcoBoost Titanium X S	£24950	180	149	22
1.6 TDCi 115 Zetec	£20450	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark. ★★★★★				
1.6T 160 EcoBoost Zetec S-S	£23310	158	159	18
1.6T 160 Eco T'ium S-S	£25060	158	159	19
2.0 TDCi 160 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au.	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco T'ium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	21
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap. ★★★★★				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6T 160 EcoBoost Zetec S-S	£25670	158	167	18
1.6T 160 Eco T'ium S-S	£27570	158	167	18
1.6T 160 Eco T'ium S-S	£30070	158	167	18
2.0 TDCi 160 EcoBoost Titanium auto	£29235	200	189	24
2.0 TDCi 160 EcoBoost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£24640	114	139	16
1.6 TDCi 115 Eco T'ium S-S	£28360	114	139	17
2.0 TDCi 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	17
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare. ★★★★★				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini. ★★★★★				
1.2 i-VTEC SE	£13395	99	123	14
1.4 i-VTEC SE-T	£14390	99	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	99	123	13
1.2 i-VTEC S-A-C	£12545	99	123	13
1.2 i-VTEC S-T	£12690	99	123	13
1.2 i-VTEC S-T A-C	£13540	99	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EX-T	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance. ★★★★★				
1.4 i-VTEC S	£16995	99	129	8
1.4 i-VTEC S-T	£17990	99	129	7
1.6 i-VTEC EX Plus	£26460	118	98	16
1.6 i-VTEC S	£20375	118	94	15
1.6 i-VTEC SE Plus	£21960	118	94	15
1.6 i-VTEC SE Plus-T	£22505	118	94	16
1.6 i-VTEC SR	£24360	118	94	16
1.6 i-VTEC S-T	£20920	118	94	15
1.8 i-VTEC EX Plus	£29255	99	145	16
1.8 i-VTEC S	£19255	140	137	15
1.8 i-VTEC SE Plus	£20955	99	145	15
1.8 i-VTEC SE Plus-T	£21500	99	145	15
1.8 i-VTEC SR	£23355	99	145	15
1.8 i-VTEC S-T	£19800	140	137	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard. ★★★★★				
1.6 i-VTEC EX	£27460	118	103	16
1.6 i-VTEC S	£21375	118	99	15
1.6 i-VTEC SE Plus	£22960	118	99	15
1.6 i-VTEC SE Plus-T	£23505	118	99	15
1.6 i-VTEC SR	£25560	118	103	16
1.6 i-VTEC S-T	£21920	118	99	15
1.8 i-VTEC EX Plus	£26255	140	149	17
1.8 i-VTEC S	£20270	140	146	15
1.8 i-VTEC SE Plus	£21955	140	149	16
1.8 i-VTEC SE Plus-T	£22500	140	149	16
1.8 i-VTEC SR	£24355	140	149	15
1.8 i-VTEC S-T	£20815	140	146	15
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive. ★★★★★				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25200	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£26320	148	138	24
2.2 i-VTEC 150 EX	£28795	148	141	25
2.2 i-VTEC 150 EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£33435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£31685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful. ★★★★★				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29700	148	143	24
2.2 i-VTEC 150 EX	£30330	148	146	25
2.2 i-VTEC 150 EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£32925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£31575	177	150	29
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition. ★★★★★				
1.6 i-VTEC SE 2WD	£25825	118	119	24
1.6 i-VTEC SR 2WD	£27315	118	124	25
1.6 i-VTEC S-T 2WD	£23825	118	119	25
2.0 i-VTEC Black Edition	£28405	154	173	27
2.0 i-VTEC White Edition	£28405	154	173	27
2.2 i-VTEC Black Edition	£30510	148	149	28
2.2 i-VTEC White Edition	£30510	148	149	28
2.0 i-VTEC S 2WD	£22000	154	168	24
2.0 i-VTEC SE 2WD	£22765	154	168	24
2.0 i-VTEC SE-T 2WD	£24000	154	168	24
2.0 i-VTEC S-T 2WD	£24765	154	168	24
2.0 i-VTEC S	£23100	154	173	24
2.0 i-VTEC S-T	£23865	154	173	24
2.0 i-VTEC SE	£25100	154	173	24
2.0 i-VTEC SE-T	£25865	154	173	24
2.0 i-VTEC SR	£27410	154	177	25
2.0 i-VTEC EX	£30255	154	177	25
1.6 i-VTEC S 2WD	£23060	118	119	24
1.6 i-VTEC SE 2WD	£25060	118	119	24
2.2 i-VTEC S	£25205	148	149	26
2.2 i-VTEC S-T	£25970	148	149	26
2.2 i-VTEC SE	£27205	148	149	26
2.2 i-VTEC SE-T	£27970	148	149	26
2.2 i-VTEC SR	£29495	154	154	26
2.2 i-VTEC EX	£32340	148	154	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price. ★★★★★				
1.0 SE	£8595	65	108	1
1.0 S Air	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	108	1
1.2 SE	£10110	66	114	4
1.2 Premium	£10810	66	114	4
i20 5dr hatch Very good value hatch. Fun a byproduct; practically mostly spot on. ★★★★★				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13175	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.4 CRDi 90 SE	£14215	99	106	11
1.4 CRDi 90 Premium	£15725	99	106	12
1.4 CRDi 90 Premium SE	£16725	99	106	12
130 3dr hatch As good as we've come to expect, but not				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
LEXUS				
CT 5dr hatch Makes sense only as a company car. Not fun	★★★☆☆			
200h S	£21245	134	82	19
200h SE	£22745	134	94	19
200h Advance	£24245	134	94	19
200h Luxury	£24745	134	94	20
200h F Sport	£26995	134	94	20
200h Premier	£29745	134	94	21
IS 4dr saloon Sleek junior exec. well made and interesting. Needs a better diesel	★★★★☆			
250 SE	£26495	204	199	32
250 Luxury	£27995	204	199	33
250 F Sport	£30495	204	213	33
250 Premier	£35495	204	213	34
300h SE	£29495	217	99	31
300h Luxury	£30995	217	103	32
300h F Sport	£33495	217	103	32
300h Premier	£38495	217	109	33
GS 4dr saloon Refreshingly different, but lacks a diesel engine	★★★★☆			
300h SE	£31495	179	109	31
300h Luxury	£37495	179	113	32
300h F Sport	£41745	179	113	33
300h Premier	£43745	179	113	33
450h Luxury	£45495	179	143	42
450h F Sport	£51495	138	145	42
450h Premier	£51495	138	141	42
LS 4dr saloon Uninspiring luxury barge with a huge kit list attached	★★★★☆			
460 Luxury	£71995	382	249	48
460 F-Sport	£74495	382	249	49
600h L Premier	£99995	439	199	50
600h L Premier Night View	£101510	439	199	50
NX 5dr hatch Some good ideas, but dramatically off the pace to drive	★★★★☆			
300h S 2WD	£29495	195	116	29
300h SE	£31495	195	121	31
300h Luxury	£34495	195	121	31
300h F Sport	£36995	195	121	32
300h Premier	£42995	195	121	33
RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense	★★★★☆			
450h SE	£44495	245	145	40
450h Luxury	£48495	245	145	41
450h F Sport	£51995	245	145	42
450h Premier	£55495	245	145	41
LOTUS				
ELISE 2dr open Pure sports car. Great chassis and steering, low running costs	★★★★☆			
1.6 Club Racer	£28580	134	149	43
1.6	£29050	134	149	43
1.6 Sport	£30650	134	149	43
1.8 SE	£37205	217	175	43
EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road	★★★★☆			
3.5 V6 S	£54610	345	236	47
EVORA 2dr coupé Sublime combination of pliant ride and sweet handling	★★★★☆			
3.5 V6	£53080	276	217	50
3.5 V6 +2	£54980	276	217	50
3.5 V6 S P. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S +2	£64190	345	229	50
3.5 V6 S P. Racer	£66850	345	229	50
MASERATI				
Ghibli 4dr saloon Classy and entertaining but less polished than a 5-Series	★★★★☆			
3.0 V6	£52275	325	223	50
3.0 V6 S	£63415	404	206	50
3.0 V6	£48830	271	158	50
QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been.	★★★★☆			
3.0 V6 S	£80095	404	-	50
3.8 V8	£110000	523	274	50
3.5 V6 S Diesel	£69230	271	163	50
GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis	★★★★☆			
4.2 V8	£82140	400	330	50
4.7 V8 Sport	£90390	453	354	50
4.7 V8 MC Stradale	£109995	453	337	50
GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis	★★★★☆			
4.7 V8	£98200	433	354	50
4.7 V8 Sport	£102615	453	337	50
MAZDA				
2.5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★☆			
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5 150 SE-L	£15995	104	89	-
1.5 150 SE-L Nav	£16395	104	89	-
1.5 150 Sport	£16995	104	89	-
1.5 150 Sport Nav	£17395	104	89	-
3dr saloon Refined, well-priced family choice. Dynamically satisfying, too	★★★★☆			
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£19395	118	119	17
2.0 120 Sport Nav	£20195	118	119	17
2.2 150 SE	£19645	148	104	23
2.2 150 SE Nav	£20245	148	104	24
2.2 150 SE-L	£21145	148	104	24
2.2 150 SE-L Nav	£21745	148	104	24
2.2 150 Sport Nav	£22545	148	104	24
3dr saloon Refined, well-priced family choice. Dynamically satisfying, too	★★★★☆			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
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2.0 120 SE-L Nav	£19395			

AUTOCAR TOP FIVES

Hardcore sports



1 Porsche 911 GT3

From £100,000

A singular achievement. The 911 hard-fired to a near-flawless finish. Too perfect? You'll struggle to care. ★★★★★



2 Ferrari 458 Speciale

From £208,000

Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous. ★★★★★



3 Aston Martin V12 Vantage S

From £138,000

The best Aston in a decade. All the bruiser's old edges have been smartly smoothed away. What's left is plain magic. ★★★★★



4 Lotus Exige S

From £53,000

Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ★★★★★



5 Nissan GT-R Nismo

From £125,000

Nismo version takes the GT-R boldly into new realms of fantasy. Has to be driven to be believed. Still short on soul. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19955	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 e-HDi 115 Access	£18345	113	95	18
1.6 e-HDi 115 Feline	£22845	113	100	19
1.6 e-HDi 115 Active	£20345	113	95	18
1.6 e-HDi 115 Allure	£21545	113	100	18
1.6 e-HDi 92 Access	£17845	91	99	15
1.6 e-HDi 92 Active	£19545	91	99	15
2.0 BlueHDi 150 Active	£21095	148	99	24
2.0 BlueHDi 150 Allure	£24145	148	105	26
508 4dr saloon Very competent and likeable package. 163 HDi the best ★★★★★				
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22045	113	111	24
1.6 e-HDi 115 Allure Nav	£24895	113	111	25
2.0 HDi 140 Active Nav	£22445	140	119	27
2.0 HDi 140 Allure Nav	£25295	140	119	28
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30
2.0 HDi 163 Allure Nav auto	£27195	161	140	30
2.0 HDi Hybrid4 Allure Nav	£32600	200	91	36
508 SW 5dr estate As good as saloon, only better looking ★★★★★				
1.6 e-HDi 115 Active Nav	£23245	113	112	24
1.6 e-HDi 115 Allure Nav	£26295	113	112	25
2.0 BlueHDi 150 Allure Nav	£27795	148	110	30
2.0 HDi 140 Active Nav	£23645	140	125	27
2.0 HDi 140 Allure Nav	£26695	140	125	28
2.0 HDi 163 Allure Nav auto	£28595	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
2008 5dr hatch Efficient and well-mannered but short on space and style ★★★★★				
1.2 VTI 82 Access+	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Feline Calima	£18150	118	135	19
1.6 VTI 120 Feline Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access+	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Feline Calima	£19145	91	103	17
1.6 e-HDi 92 Feline Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Feline Calima SS	£19745	113	105	20
1.6 e-HDi 115 Feline Mistral S	£20045	113	105	20
3008 5dr mpv Good handling and flexible cabin. Split tailgate a useful touch ★★★★★				
2.0 HDi 163 Allure Au	£25015	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	123	18
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 156 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	24
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
5008 5dr mpv Well resolved ride and handling with a useful 7-seat interior ★★★★★				
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	13
1.6 THP 156 Active	£21100	154	163	15
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	116	13
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£21045	113	124	16
1.6 HDi 115 Allure	£22745	113	127	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 163 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back ★★★★★				
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 Sport	£24495	197	155	33
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30

Porsche

BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant ★★★★★				
2.7	£93950	261	192	40
3.4 S	£47725	311	206	43
3.4 GT5	£53569	326	211	44
CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure ★★★★★				
2.7	£40234	271	192	37
3.4 S	£49473	320	206	41
3.4 GT5	£56087	335	211	43
911 2dr coupé The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	£74199	345	212	46
3.4 Carrera 4	£79055	345	219	46
3.8 Carrera S	£84235	395	224	47
3.8 Carrera 4S	£89315	395	234	48
3.8 Turbo	£121513	514	227	48
3.8 Turbo S	£143035	552	227	48
3.8 GT3	£101685	468	289	48
911 CAYMANLET 2dr open The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	£82859	345	217	49
3.8 Carrera S	£93119	395	229	50
3.4 Carrera 4	£87715	345	224	49
3.4 Carrera 4	£87067	345	223	49

3.8 Carrera 4S	£97975	395	236	50
3.8 Targa 4S	£97328	395	237	50
3.8 Turbo	£130138	513	231	50
3.8 Turbo S	£151772	552	231	50
918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new live-star model ★★★★★				
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense ★★★★★				
2.0	£40621	234	175	-
3.0 V6 S	£43990	336	212	40
3.6 V6 Turbo	£59990	395	216	44
3.6 V6 S Diesel	£43535	254	164	39
PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless ★★★★★				
3.0 V6 S	£83129	414	204	46
3.0 V6 S	£86770	414	208	46
3.0 V6 S E-hybrid	£84456	410	71	50
3.6 V6 PDK	£64453	306	196	46
3.6 V6 4 PDK	£68144	306	203	47
4.8 V8 GT5 PDK	£94306	424	249	50
4.8 V8 Turbo PDK	£108921	493	239	50
4.8 V8 Turbo S PDK	£132067	562	239	50
3.0D V6	£66534	247	166	46
CAYENNE 5dr 4x4 Classy interior and mostly good fun. Hybrid not entertaining ★★★★★				
3.0 V6 S E-hybrid	£61529	410	79	49
3.6 V6	£50266	296	215	-
3.6 V6 S	£61133	414	229	48
3.6 V6 GTS	£73438	414	234	-
4.8 V8 Turbo	£93773	513	267	50
3.0 V6 Diesel	£50302	258	179	45
4.2 V8 S Diesel	£62164	380	209	50

PROTON

SAVVY 5dr hatch Compromise in quality isn't worth the saving ★★★★★				
1.2 Style	£7995	75	134	8
SATRIA NEO 3dr hatch Best Proton ever, but still unjustifiably ★★★★★				
1.6 GSX	£8495	111	157	19
1.6 Sport	£9495	111	157	19
GEN-2 4dr saloon Hugely disappointing despite price ★★★★★				
1.6 Persona ecoLogic	£11195	100	157	16
GEN-2 5dr hatch Hugely disappointing despite price ★★★★★				
1.3 GLS	£9195	74	164	10
1.6 GSX ecoLogic	£11195	100	170	16

RADICAL

SR3 2dr coupé Spectacular on the track; not so good on the way home ★★★★★				
SL	£69850	245	-	-

RENAULT

TWIZY 2dr hatch	Zany solution to personal mobility. Suitably irrelevant and impractical	★★★★★
EV 13kW Urban	£6895	17 0 10
EV 13kW Technic	£7595	17 0 11
ZOE 5dr hatch	Far more practical zero emission solution. Attractive price	★★★★★
Expr.	£18995	87 0 15
Dyn'que Zen	£20195	87 0 16
Dyn'que Intens	£20195	87 0 16
TWINGO 5dr hatch	Rear-engined city car is cleverly packaged - but not the class leader	★★★★★
0.9 Tce 90 Dyn'que Energy	£11695	89 99 8
1.0 S-Ce 70 Expr.	£9495	69 105 2
1.0 S-Ce 70 Play	£9995	69 105 3
1.0 S-Ce 70 Dyn'que S-S	£10995	69 95 3
CAPTUR 5dr hatch	On message compact crossover. Better looking than most	★★★★★
0.9 Tce Expr. +	£14195	89 115 9
0.9 Tce 90 Dyn'que Media Nav	£15195	89 115 9
0.9 Tce 90 Dyn'que S Media Nav	£16695	89 115 10
1.2 Tce 120 Dyn'que Media Nav	£17395	118 125 14
1.2 Tce 120 Dyn'que S Media Nav	£18895	118 125 15
1.5 dCi 90 Expr. +	£15595	89 95 11
1.5 dCi 90 Dyn'que Media Nav	£16595	89 95 12
1.5 dCi 90 Dyn'que S Media Nav	£18095	89 95 12
CLIO 5dr hatch	Attractive, nice to drive and practical. Only the Fiesta does it better	★★★★★
1.2 Tce 120 GT-Line EDC	£17395	118 120 14
1.6 Renaultsport 200 Lux	£19995	197 144 29
1.2 75 Expr.	£10995	75 127 7
1.2 75 Expr. +	£12495	75 127 8
1.2 75 Dyn'que Media Nav	£13495	75 127 8
0.9 Tce 90 Expr. +	£13495	89 104 9
0.9 Tce 90 Eco Expr. +	£13745	89 99 9
0.9 Tce 90 Dyn'que Media Nav	£14495	89 104 9
0.9 Tce Eco Dyn'que Media Nav	£14745	89 99 9
0.9 Tce 90 Dyn'que S Media Nav	£15495	89 105 10
1.6 Renaultsport 200	£18995	197 144 29
1.5 dCi 90 Expr. +	£14595	89 90 13
1.5 dCi 90 Eco Expr. +	£14845	89 83 13
1.5 dCi 90 Dyn'que Media Nav	£15595	89 90 13
1.5 dCi 90 Eco Dyn'que Media Nav	£15845	89 83 13
1.5 dCi 90 Dyn'que S Media Nav	£16595	89 90 13
MEGANE 5dr hatch	Stylish and refined but bland. Nothing exceptional	★★★★★
1.2 Tce 130 GT Line TomTom EDC	£21740	113 119 15
1.5 dCi 110 Knight Edition S-S	£18645	109 90 16
1.2 Tce 115 Expr. + S-S	£17570	113 119 14
1.2 Tce 115 Dyn'que TomTom S-S	£18570	113 119 14
1.2 Tce 115 GT Line S-S	£20070	113 119 15
1.6 110 Expr. +	£16750	109 159 14
1.6 110 Knight Edition	£17150	109 159 17
1.6 110 Dyn'que TomTom	£17750	109 159 15
1.5 dCi 110 Expr. + S-S	£18245	109 90 16
1.5 dCi 110 Dyn'que TomTom	£18745	109 90 16
1.5 dCi 110 GT Line S-S	£19745	109 90 16

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 GreenTech SE	£15880	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13
1.2 TSI 105 Sport	£15630	104	125	15
1.4 TSI 122 SE DSG	£17425	120	134	16
1.4 TSI 122 Eleg. DSG	£18175	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18295	120	127	18
1.6 TDI 105 S	£16430	103	114	16
1.6 TDI 105 SE	£17380	103	114	15
1.6 TDI 105 Eleg.	£18130	103	114	15
1.6 TDI 105 GreenTech SE	£17630	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15
RAPID 5dr estate Estate shape makes most sense of Rapid's skinny body	★★★★★			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14590	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14340	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G*Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	137	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16790	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17195	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16140	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice	★★★★★			
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 SE	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	18
1.8 TSI 180 Laurin & Klement	£26915	178	141	25
2.0 TSI 220 vRS	£24100	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20515	108	85	15
1.6 TDI 110 SE Business GreenL	£20365	108	85	15
2.0 TDI 150 SE	£20825	148	106	19
2.0 TDI 150 SE Business	£20675	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26755	148	106	22
2.0 TDI 184 vRS	£24365	181	119	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice	★★★★★			
1.6 TDI 105 Eleg. 4x4	£23665	104	119	14
1.6 TDI 105 SE 4x4	£21965	104	119	13
1.6 TDI 110 GreenLine	£21105	108	85	15
1.6 TDI 110 SE Business G*line	£20955	108	85	15
2.0 TDI 150 Eleg. 4x4	£24565	148	124	20
2.0 TDI 150 SE 4x4	£22865	148	124	19
1.2 TSI 105 SE	£17115	104	117	13
1.2 TSI 105 SE	£18465	104	117	13
1.4 TSI 140 SE	£19665	138	121	18
1.4 TSI 140 Eleg.	£21365	138	121	18
1.8 TSI 180 Laurin & Klement	£27375	178	141	25
2.0 TSI 220 vRS	£24560	217	142	29
1.6 TDI 105 S	£19165	104	99	13
1.6 TDI 105 SE	£20515	104	99	13
1.6 TDI 105 Eleg.	£22215	104	99	14
2.0 TDI 150 SE	£21415	148	110	19
2.0 TDI 150 Scout 4x4	£25315	148	129	-
2.0 TDI 150 Eleg.	£23115	148	110	20
2.0 TDI 150 Laurin & Klement	£27215	148	110	22
2.0 TDI 150 Laurin Klement 4x4	£28665	148	124	21
2.0 TDI 184 Scout 4x4	£27990	181	134	-
2.0 TDI 184 vRS	£24825	181	119	26
SUPERB 5dr hatch Enormous and brilliant. A cut-price C-class for the masses	★★★★★			
1.6 TDI 105 SE Business GreenL	£20625	103	109	17
2.0 TDI 140 Eleg.	£24840	138	119	23
2.0 TDI 140 SE Business	£21090	138	119	22
2.0 TDI 170 Eleg. 4x4	£28670	168	147	25
2.0 TDI 170 Laurin & Klement 4	£30660	168	147	25
2.0 TDI 170 SE 4x4	£25960	168	147	24
1.4 TSI 125 S	£18690	123	138	19
1.8 TSI 160 SE	£21730	158	158	25
1.8 TSI 160 Eleg. DSG	£25750	158	162	26
3.6 V6 FSI Eleg. 4WD	£30655	256	215	34
3.6 V6 FSI Laurin & Klement	£32645	256	215	34
1.6 TDI 105 S Greenline	£20200	103	109	17
1.6 TDI 105 SE Greenline	£21665	103	109	17
1.6 TDI 105 Eleg. Greenline	£23990	103	109	17
1.6 TDI 105 S	£19890	103	117	17
2.0 TDI 140 S	£20490	138	119	22
2.0 TDI 140 SE	£22130	138	119	23
2.0 TDI 140 Eleg. 4WD	£26430	138	137	22
2.0 TDI 140 Laurin & Klement	£26830	138	119	24
2.0 TDI 140 Laurin Klement 4WD	£28420	138	137	23
2.0 TDI 170 SE	£23060	168	120	25
2.0 TDI 170 Eleg.	£25770	168	120	25
2.0 TDI 170 Laurin & Klement	£27760	168	120	26
SUPERB 5dr estate Enormous and brilliant. A cut-price C-class for the masses	★★★★★			
1.4 TSI S	£19815	123	142	19
1.6 TDI 105 S	£21015	103	117	17
1.6 TDI 105 S Greenline	£21325	103	117	17
1.6 TDI 105 SE Business GreenL	£21905	103	113	17
1.6 TDI 105 SE Greenline	£22945	103	113	17
1.8 TSI 160 Eleg. DSG	£27030	158	164	26
1.8 TSI 160 SE	£23010	158	160	25
2.0 TDI 140 Eleg.	£26120	138	119	23
2.0 TDI 140 Eleg. 4x4	£27710	138	139	22
2.0 TDI 140 Laurin & Klement	£28760	138	119	24
2.0 TDI 140 Laurin Klement 4x4	£30350	138	139	23
2.0 TDI 140 Outdoor 4x4	£27800	138	139	23
2.0 TDI 140 Outdoor Plus 4x4	£28000	138	139	23
2.0 TDI 140 S	£21615	138	119	22
2.0 TDI 140 SE	£23410	138	119	23
2.0 TDI 140 SE Business	£22370	138	119	22
2.0 TDI 170 Eleg.	£27050	168	122	26
2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
2.0 TDI 170 Laurin & Klement	£29690	168	122	26
2.0 TDI 170 Laurin Klement 4x4	£32590	168	149	25
2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
2.0 TDI 170 SE 4x4	£27240	168	149	24
2.0 TDI 170 SE 4x4	£31935	256	217	34
3.6 V6 FSI Eleg. 4WD	£34575	256	217	34
3.6 V6 FSI Laurin & Klement	£34575	256	217	34
1.6 TDI 105 Eleg. Greenline	£25375	103	113	17
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image	★★★★★			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines	★★★★★			
1.6 TDI 105 Outdoor SE B'nies G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'nies 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22
1.6 TDI 105 S Greenline II	£18405	103	119	14
1.6 TDI 105 Outdoor S Greenline II	£18405	103	119	14
1.6 TDI 105 SE Greenline II	£19915	103	119	14
1.6 TDI 105 Outdoor SE Greenline II	£19915	103	119	14
1.6 TDI 105 Eleg. Greenline	£21675	103	119	14
1.6 TDI 105 Outdoor Eleg.	£21675	103	119	14
2.0 TDI 110 S	£18255	109	134	14
2.0 TDI 110 Outdoor S	£18255	109	134	14
2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14
2.0 TDI 110 SE	£19765	109	134	14
2.0 TDI 110 Outdoor SE	£19765	109	134	14
2.0 TDI 110 Eleg.	£21590	109	134	14
2.0 TDI 110 Outdoor Eleg.	£21590	109	134	14
2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
2.0 TDI 140 Outdoor Eleg. 4WD	£24165	138	152	19
2.0 TDI 140 Outdoor L&K 4WD	£27495	138	164	19
2.0 TDI 170 Outdoor Eleg. 4WD	£24840	168	149	22
2.0 TDI 170 Outdoor L&K 4WD	£27070	168	149	22
SMART				
FORTWO 3dr hatch A better Fortwo than ever, but there's no new reason to buy it	★★★★★			
0.9 90 Passion	£11720	89	97	-
0.9 90 Prime	£12415	89	97	-
0.9 90 Proxy	£12415	89	97	-
1.0 70 Passion	£11125	70	93	-
1.0 70 Prime	£11820	70	93	-
1.0 70 Proxy	£11820	70	93	-
FORFOUR 5dr hatch Four doors makes the smart more mainstream. Still expensive, though	★★★★★			
1.0 70 Passion	£11620	70	97	-
1.0 70 Prime	£12315	70	97	-
1.0 70 Proxy	£12315	70	97	-
1.0 70 Edition 1	£13365	70	97	-
SSANGYONG				
KORANDO 5dr hatch Good for a SsangYong, poor by class standards	★★★★★			
2.0d SE 2WD	£14995	147	147	19
2.0d SE4 4WD	£16495	147	157	19
2.0d ELX4 4WD	£19995	173	157	19
REXTON W 5dr 4x4 Rugged seven-seater makes short work of mud. Tarmac more tricky	★★★★★			
2.0 SX	£21995	155	196	-
2.0 EX	£24495	155	196	-
TURISMO 5dr mpv Incredibly ungainly, but offers huge real estate for the money	★★★★★			
2.0d S	£17995	155	199	27
2.0d ES	£19995	155	199	27
2.0d EX	£23995	155	212	29
SUBARU				
FORESTER 5dr 4x4 Solid, spacious and willfully unsexy	★★★★★			
2.0i XE	£25495	147	160	23
2.0i XE Premium	£27495	147	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	145	150	24
2.0d XC	£26995	145	156	25
2.0d XC Premium	£28995	145	156	25
XV 5dr 4x4 No nonsense crossover doesn't quite make enough sense	★★★★★			
2.0i SE	£21995	148	160	21
2.0i SE Premium	£23995	148	160	22
2.0d SE	£23995	144	146	26
2.0d SE Premium	£25995	144	146	27
OUTBACK ESTATE 5dr 4x4 Acceptable in isolation but no benchmark	★★★★★			
2.0 D SE Nav Plus	£32370	148	155	22
2.0 D SX Lineartronic	£31495	148	166	22
WRX STI 4dr saloon Appealingly old fashioned and behind the times all at once	★★★★★			
2.5 STI	£28995	296	242	40
BRZ 2dr coupé The GT-86's half brother looks just as good in Subaru blue. Cheaper, too	★★★★★			
2.0i SE	£22495	197	181	30
2.0i SE Lux	£23995	197	181	31
SUZUKI				
ALTO 5dr hatch Energetic, frugal three-pot is great fun. Noisy but endearing	★★★★★			
1.0 S2	£7199	67	99	4
1.0 S23	£8399	67		

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
1.4i 100 Turbo SRI VX-Line	£13630	99	119	-
1.4i 100 Turbo SE	£13240	99	119	-
1.3 CDTi 75 S-S Life	£13150	74	-	6
1.3 CDTi 75 S-S Design	£13150	74	-	-
1.3 CDTi 75 S-S SRI	£13845	74	-	-
1.3 CDTi 75 S-S SRI VX-Line	£14880	74	-	-
1.3 CDTi 75 S-S SE	£14490	74	-	-
1.3 CDTi 95 S-S SRI	£14345	94	85	9
1.3 CDTi 95 S-S SRI VX-Line	£15380	94	85	-
1.3 CDTi 95 S-S SE	£14990	94	85	-
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good ★★★★★				
1.0i 90 S-S Design	£13330	89	102	-
1.0i 90 S-S SRI	£14025	89	102	-
1.0i 90 S-S SE	£14670	89	102	-
1.0i 115 S-S Sting	£11425	113	-	-
1.0i 115 S-S SRI VX-Line	£15060	113	-	-
1.2i 170 Life	£11500	69	126	-
1.2i 170i Sting	£9595	69	126	-
1.2i 170i Design	£11500	69	126	-
1.2i 170i SRI	£12195	69	126	-
1.2i 170i SRI VX-Line	£13230	69	126	-
1.2i 170i SE	£12840	69	126	-
1.4i 90 Life	£11845	89	121	-
1.4i 90i Sting	£9940	89	121	-
1.4i 90i Design	£11845	89	121	-
1.4i 90i Esaytronic Design	£12500	89	119	-
1.4i 90i SRI	£12540	89	121	-
1.4i 90i SRI VX-Line	£13575	89	121	-
1.4i 90i SE	£13185	89	121	-
1.4i 100 Turbo SRI	£13195	99	119	-
1.4i 100 Turbo SRI VX-Line	£14230	99	119	-
1.4i 100 Turbo SE	£13840	99	119	-
1.3 CDTi 75 S-S Life	£13750	74	-	-
1.3 CDTi 75 S-S Design	£13750	74	-	-
1.3 CDTi 75 S-S SRI	£14445	74	-	-
1.3 CDTi 75 S-S SRI VX-Line	£15480	74	-	-
1.3 CDTi 75 S-S SE	£15090	74	-	-
1.3 CDTi 95 S-S SRI	£14945	94	87	-
1.3 CDTi 95 S-S SRI VX-Line	£15980	94	-	-
1.3 CDTi 95 S-S SE	£15590	94	-	-
ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better ★★★★★				
1.3 CDTi 95 ecoFLEX Design	£16835	94	104	9
1.4i VVT 100 Design	£15250	99	129	9
1.4i VVT 100i Excite	£17190	99	129	9
1.4i VVT 100i Tech Line	£16640	99	129	9
1.6 CDTi 110i ecoFLEX Design S-S	£17135	108	97	9
1.6 CDTi 110i ecoFLEX Elite S-S	£23175	108	97	-
1.6 CDTi 110i ecoFLEX SRI S-S	£21740	108	97	-
1.6 CDTi 110i eFLEX Tech Ln S-S	£18910	108	97	-
1.6 CDTi 136i ecoFLEX Elite S-S	£23770	134	104	9
1.6 CDTi 136i ecoFLEX SRI S-S	£22335	134	104	9
1.6 CDTi 136i eFLEX Design S-S	£18330	134	104	9
1.6 CDTi 136i eFLEX Tech Ln S-S	£19505	134	104	9
1.6 CDTi 110i eFLEX Tech LnGT S-S	£19770	108	97	-
1.6 CDTi 136i eFLEX Tech LnGT S-S	£20365	134	104	9
1.6i VVT 115i Design	£16600	114	147	12
1.6i VVT 115i Excite	£18600	114	147	12
1.6i VVT 115i Tech Line GT	£17575	114	147	12
1.6i VVT Tech Line	£17450	114	147	12
1.7 CDTi 110i Excite	£19845	109	149	12
2.0 CDTi 165i eFLEX Tech L S-S	£20995	158	119	20
2.0 CDTi 165i Tech Line GT S-S	£19855	158	119	21
1.4i VVT 87 Expr.	£12995	86	129	9
1.4i VVT 100i SRI	£18735	99	138	9
1.4i SRI	£20205	138	137	17
1.6i VVT Elite	£21240	114	147	12
1.6i VVT SRI	£19545	114	147	12
1.6i SRI	£20810	117	159	14
2.0 CDTi 165i ecoFLEX Elite S-S	£24260	158	119	21
2.0 CDTi 165i ecoFLEX SRI S-S	£22825	158	119	21
2.0 CDTi 195i Biturbo S-S	£24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate ★★★★★				
1.3 CDTi 95i ecoFLEX Design S-S	£18200	94	109	9
1.3 CDTi 95i ecoFLEX Tech LnS-S	£19380	94	109	9
1.4i VVT 100i Design	£16400	99	137	9
1.4i VVT 100i Tech Line	£17190	99	137	9
1.6 CDTi 110i ecoFLEX Elite S-S	£24190	108	97	14
1.6 CDTi 110i eFLEX Design S-S	£18755	108	97	14
1.6 CDTi 110i eFLEX SRI S-S	£22755	108	97	14
1.6 CDTi 110i eFLEX Tech Ln S-S	£19930	108	97	14
1.6 CDTi 136i ecoFLEX Elite S-S	£24785	134	104	14
1.6 CDTi 136i eFLEX Design S-S	£19350	134	104	14
1.6 CDTi 136i eFLEX Tech Ln S-S	£20525	134	104	14
1.6i VVT 115i Design	£17080	114	149	12
1.6i VVT 115i Elite	£22260	114	149	12
1.6i VVT Tech Line	£18470	114	149	12
2.0 CDTi 165i Elite S-S	£25275	162	124	20
2.0 CDTi 165i Tech Line auto	£22040	162	154	20
2.0 CDTi 165i Tech Line S-S	£21015	162	124	20
1.6i VWT SRI	£20565	114	149	12
2.0 CDTi 165i SRI S-S	£23840	162	124	21
2.0 CDTi 165i SRI auto	£24870	162	154	21
2.0 CDTi 195i Biturbo S-S	£25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match ★★★★★				
1.4T 16v 140i Sport auto	£21270	118	159	16
1.4T 16v 140i SRI auto	£22495	118	159	16
1.6T 200i Sport S-S	£21295	202	168	25
1.6T 200i SRI S-S	£22520	202	168	25
1.7 CDTi 110i eFLEX 109gSRI S-S	£23075	129	109	17
1.7 CDTi 130i eFLEX SRI 109gS S-S	£23675	129	109	17
1.7 CDTi 130i eFLX Sp. 109g S-S	£22445	129	109	17
2.0 CDTi 165i Sport auto	£23480	163	149	20
2.0 CDTi 165i SRI auto	£24705	163	149	20
1.4T 16v 120i Sport S-S	£19055	118	139	13
1.4T 16v 140i Sport S-S	£19945	138	139	13
1.4T 16v 120i SRI S-S	£20770	118	139	14
1.4T 16v 140i SRI S-S	£21170	138	139	14
2.0T 280i VXR	£27315	276	189	39
1.7 CDTi 110i ecoFLEX Sport S-S	£20850	109	114	14
1.7 CDTi 110i eFLX Sp. 109g S-S	£21845	109	109	14
1.7 CDTi 110i ecoFLEX Sport S-S	£22080	109	114	14
1.7 CDTi 130i ecoFLEX SRI S-S	£21450	129	114	16
1.7 CDTi 130i ecoFLEX SRI S-S	£22680	129	114	17
2.0 CDTi GTC Sp. 165	£22000	163	127	20
2.0 CDTi GTC SRI 165	£23225	163	127	20
2.0 CDTi 195i Biturbo S-S	£24220	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual runabouts ★★★★★				
1.6T 200 200i Elite	£28350	202	168	24
1.6T 200i SE	£26250	202	168	24
1.4T 140 SE S-S	£24030	138	148	20
1.4T 140 SE S-S S	£26715	138	148	21
1.6T 160i 170i SE Au	£27130	168	168	24
1.6T 160i 170i Elite Au	£29230	168	168	24
2.0 CDTi 165i SE S-S	£26115	163	138	23
2.0 CDTi 165i Elite S-S	£28215	163	138	23
2.0 CDTi 195i Biturbo Elite S-S	£29700	192	138	27
AMPERA 5dr hatch There's 175mpg on offer if you can meet the asking price ★★★★★				
16kWh Positiv	£37350	149	27	20
16kWh Electron	£35495	149	27	21
INSIGNIA 4dr saloon Nearly as good as a Mondeo. ★★★★★				
Restricted rear visibility				
2.0 CDTi 130i Design	£18244	161	119	20
2.0 CDTi 163i Design	£19694	161	114	20
2.0 CDTi 163i Elite	£23874	161	114	20
2.0 CDTi 163i SE	£21494	161	114	20
2.0 CDTi 163i SRI	£21494	161	114	20
2.0 CDTi 163i SRI Nav	£22344	161	114	20
2.0 CDTi 163i eFLEX EliteNav S-S	£24724	161	114	20
2.8T VXR SuperSport	£29824	321	249	37
INSIGNIA 5dr hatch Nearly as good as a Mondeo. ★★★★★				
Inert steering				
1.4T 140i Elite Nav	£22479	138	123	15
1.4T 140i SRI Nav	£20099	138	123	15
1.4T 140i SRI VX-Line Nav	£21319	138	123	15
1.6T 170i Elite Nav	£23869	168	139	20
1.8i VWT Design Nav	£17384	138	164	14
1.8i VWT SRI Nav	£19184	138	164	14
2.0 CDTi 120i Design Nav	£19934	118	99	15
2.0 CDTi 120i Elite Nav	£24114	118	99	15
2.0 CDTi 120i SRI Nav	£21734	118	99	15
2.0 CDTi 120i SRI VX-Line Nav	£22954	118	99	15
2.0 CDTi 130i Design	£18244	128	112	16
2.0 CDTi 130i SRI Nav	£19094	128	112	16
2.0 CDTi 130i Energy	£21614	128	112	16
2.0 CDTi 130i SE	£20044	128	112	16
2.0 CDTi 130i SRI	£20044	128	112	16
2.0 CDTi 130i SRI Nav	£20894	128	112	16
2.0 CDTi 130i SRI VX-Line	£21264	128	112	16
2.0 CDTi 130i SRI VX-Line Nav	£22114	128	112	16
2.0 CDTi 140i Design Nav	£20814	138	99	18
2.0 CDTi 140i Elite Nav	£24364	138	99	19
2.0 CDTi 140i SRI Nav	£21984	138	99	19
2.0 CDTi 140i SRI VX-Line Nav	£23204	138	99	19
2.0 CDTi 163i Design Nav	£20544	161	114	20
2.0 CDTi 163i Elite Nav	£24724	161	114	20
2.0 CDTi 163i SRI Nav	£22344	161	114	20
2.0 CDTi 163i SRI VX-Line Nav	£23564	161	114	20
2.0 CDTi 195i Biturbo SRI Nav	£25804	192	125	24
2.0 CDTi 195iBiturEliteNav auto	£28359	192	149	24
2.0 CDTi 195iBiturboSRI VX-LineNav	£27024	192	125	24

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£28845	113	103	19
1.6 D2 SE Lux S-S	£27745	113	103	18
1.6 D2 SE S-S	£26545	113	103	18
1.6 T3 R-Design Nav S-S	£28375	148	135	23
1.6 T3 SE Nav S-S	£26875	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	24
2.0 D3 SE Nav S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	29
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 R-Design S-S	£29945	178	99	28
2.0 D4 SE Lux Nav S-S	£31945	178	99	29
2.0 D4 SE Lux S-S	£30745	178	99	29
2.0 D4 SE Nav S-S	£29645	178	99	28
2.0 D4 SE S-S	£28445	178	99	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Lux S-S	£32895	212	119	30
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£20675	148	135	21
1.6 T3 SE S-S	£25675	148	135	22
1.6 T3 R-Design S-S	£27175	148	135	23
1.6 D2 Business Edition S-S	£21545	113	103	17
2.0 D3 Business Edition S-S	£22195	134	114	22
2.0 D3 SE S-S	£27195	134	114	23
2.0 D3 SE Lux S-S	£29495	134	114	24
2.0 D3 R-Design S-S	£28695	134	114	23
2.0 D4 Business Edition S-S	£23445	178	99	26
V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★		
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£31845	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29245	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 D2 SE Lux S-S	£30145	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27745	113	108	17
1.6 T3 R-Design Nav S-S	£29450	148	139	23
1.6 T3 SE Nav S-S	£28205	148	139	22
2.0 D3 R-Design Lux Nav S-S	£33695	134	119	25
2.0 D3 R-Design Lux S-S	£32495	134	119	25
2.0 D3 R-Design Nav S-S	£31095	134	119	24
2.0 D3 SE Lux Nav S-S	£31995	134	119	25
2.0 D3 SE Nav S-S	£29595	134	119	23
2.0 D4 R-Design Lux Nav S-S	£34945	178	103	29
2.0 D4 R-Design Lux S-S	£33745	178	103	29
2.0 D4 R-Design Nav S-S	£32345	178	103	28
2.0 D4 R-Design S-S	£31145	178	103	28
2.0 D4 SE Lux Nav S-S	£33245	178	99	29
2.0 D4 SE Lux S-S	£32045	178	99	29
2.0 D4 SE Nav S-S	£30845	178	99	28
2.0 D4 SE S-S	£29645	178	99	27
2.4 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.4 D5 R-Design Lux S-S	£34095	212	120	29
2.4 D5 SE Lux Nav S-S	£34995	212	120	30
1.6 T3 Business Edition S-S	£22005	148	139	21
1.6 T3 SE S-S	£27005	148	139	22
1.6 T3 R-Design S-S	£28505	148	139	23
3.0 T6 Polestar	£49755	346	237	38
1.6 D2 Business Edition S-S	£22745	113	108	17
2.0 D3 Business Edition S-S	£23395	134	119	22
2.0 D3 SE S-S	£28395	134	119	23
2.0 D3 SE Lux S-S	£30795	134	119	24
2.0 D3 R-Design S-S	£29895	134	119	24
2.0 D4 Business Edition S-S	£24645	178	99	26
2.4 D6 AWD Plug-in Hybrid	£49975	275	48	-
2.4 D6 AWD Plug-in H R-Design LN	£51675	275	48	-
V70 5dr estate	Spacious, but suffers from vague steering and old engines	★★★★★		
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 D4 SE Lux S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.4 D5 SE Nav S-S	£34570	212	126	30
1.6 D2 Business Editn S-S auto	£25695	113	111	18
2.0 D3 Business Edition S-S	£25695	161	119	24
2.0 D3 SE Lux S-S	£33220	161	119	26
2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 D5 Business Edition S-S	£28645	161	126	29
2.4 D5 SE Lux S-S	£36170	212	126	32
S80 4dr saloon	Refined, high-quality exec saloon. Poor ride and residuals	★★★★★		
1.6 D2 SE Lux S-S auto	£32220	113	109	21
1.6 D2 SE Nav S-S auto	£30720	113	109	20
2.0 D4 SE Lux S-S	£33720	178	104	29
2.0 D4 SE Nav S-S	£32220	178	104	28
2.4 D5 SE Lux S-S	£36835	212	120	31
X60 5dr 4x4	Lovely, usable and attractive interior. A worthy Freelander rival	★★★★★		
3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
2.0 D4 SE S-S	£31260	178	117	28
2.0 D4 SE Nav S-S	£32460	178	117	28
2.0 D4 SE Lux S-S	£33960	178	117	29
2.0 D4 SE Lux Nav S-S	£35160	178	117	29
2.0 D4 R-Design S-S	£32535	178	117	28
2.0 D4 R-Design Nav S-S	£33735	178	117	28
2.0 D4 R-Design Lux S-S	£35160	178	117	29
2.0 D4 R-Design Lux Nav S-S	£36305	178	117	30
2.4 D4 SE AWD S-S	£32790	178	139	28
2.4 D4 SE Nav AWD S-S	£33990	178	139	29
2.4 D4 SE Lux AWD S-S	£35490	178	139	30
2.4 D4 SE Lux Nav AWD S-S	£36690	178	139	30
2.4 D4 R-Design AWD S-S	£34065	178	139	29
2.4 D4 R-Design Nav AWD S-S	£35265	178	139	29
2.4 D4 R-Design Lux AWD S-S	£36690	178	139	30
2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30
2.4 D5 SE Nav AWD S-S	£35890	178	139	30
2.4 D5 SE Lux Nav AWD S-S	£38590	178	139	31
2.4 D5 R-Design Nav AWD S-S	£37165	178	139	30

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.4 D5 R-Design Lux Nav AWD S-	£39790	178	139	31
X70 5dr estate	Dull and unexceptional, but built to last	★★★★★		
2.0 D4 SE Nav S-S	£34410	178	117	28
2.4 D4 SE Lux 4WD S-S	£38290	161	139	30
2.4 D5 SE Nav 4WD S-S	£37590	212	139	30
3.0 T6 SE Lux 4WD	£43180	300	248	37
2.4 D5 SE Nav	£36340	161	139	30
2.4 D5 SE Lux 4WD S-S	£39540	212	139	31
X90 5dr 4x4	Volvo takes the fight to Land Rover - with seriously impressive results	★★★★★		
2.0 T6 320 Momentum	£49200	316	179	-
2.0 T6 320 R-Design	£52840	316	179	-
2.0 T6 320 Inscription	£53740	316	179	-
2.0 T8 Hybrid Momentum	£59955	395	59	-
2.0 T8 Hybrid R-Design	£62855	395	59	-
2.0 T8 Hybrid Inscription	£63705	395	59	-
2.0 D5 225 Momentum	£45750	222	149	-
2.0 D5 225 R-Design	£49285	222	152	-
2.0 D5 225 Inscription	£50185	222	152	-

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
SPORT 2dr open	Entry-level Westfield. Sport Turbo very quick and fun	★★★★★		
1.6 135 Sigma	£18999	135	171	-
1.6 155 Sigma	£19999	155	-	-
1600 Sport Turbo	£24999	192	171	-
2.0 200 Duratec	£23499	200	-	-
Turbo UK225	£25649	225	185	-
1.6 Sport Turbo 3 UK200	£26500	201	178	-
XTR2 2dr open	Mad bike-engined mini Le Mans racer. Not cheap but fast	★★★★★		
1.3	£27950	178	-	-
XTR4 2dr open	As above, but even more so. Hard to justify over obvious rivals	★★★★★		
1.8	£29995	192	-	-

AUTOCAR TOP FIVES

Family hatchbacks



- 1 Volkswagen Golf** From £17,000
Expensive it may be, but there's enough class here to make the price look reassuringly precise. A class above. ★★★★★



- 2 Ford Focus** From £14,000
Has a blend of ride and handling that rivals can't match. One of the UK's most popular cars for all the right reasons. ★★★★★



- 3 Seat Leon** From £16,000
As always, a Golf in cheaper Spanish drag. Margins are cleverly engineered to show, but this is the best Leon yet. ★★★★★



- 4 Mazda 3** From £17,000
Once again the Mazda aces driveability and efficiency but fails to totally convince in an all-star class. ★★★★★



- 5 Peugeot 308** From £16,000
No name change, but the appeal of the latest 308 is all new. A serious contender for family hatchback money. ★★★★★

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CIG1020	5.1 x 3 x 2.4M	£269.00	£322.80
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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
Exige S												

MASERATI												
GRANTURISMO 2dr coupé ★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
3.5dr hatch ★★★★★												
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★												
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate ★★★★★												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
CX-5 5dr hatch ★★★★★												
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr convertible ★★★★★												
2.0 Sport	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

MCLAREN												
12C 2dr coupé/roadster ★★★★★												
3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13
650S 2dr coupé/roadster ★★★★★												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	1.5.14

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★												
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12
C-CLASS 4dr AAMC												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé ★★★★★												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc ★★★★★												
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★												
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate ★★★★★												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★												
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★												
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09
SLS 2dr coupé ★★★★★												
SLS	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24	1710	30.6.10

MG												
3.5dr hatch ★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch ★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
CLUBMAN 5dr estate ★★★★★												
Cooper D	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07
COUNTRYMAN 5dr hatch ★★★★★												
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★												
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★												
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★												
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★												
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 Wheeler 2dr convertible ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN												
MICRA 5dr hatch ★★★★★												
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★												
1.5 dCiIn-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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JUKE 5dr hatch ★★★★★												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
LEAF 5dr hatch ★★★★★												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11

OASHOAI 5dr hatch ★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch ★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé ★★★★★												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé ★★★★★												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

NOBLE												
M600 2dr coupé ★★★★★												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT												
208 3/5dr hatch	★★★★☆											
1.2 VTi Active	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	★★★★☆											
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate	★★★★☆											
2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
508 Mini SUV	★★★★☆											
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
508 5dr hatch	★★★★☆											
Sport HDi150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+362	221+483	32.7	41/49	1790	25.1.12
508 5dr MPV	★★★★☆											
1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
RCZ 3dr coupe	★★★★☆											
R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14

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MATT BURT

Rear View Mirror: tales from our archive

Bentley unveils Concept Java

16 March 1994



Bentley has a habit of launching sensational concepts at the Geneva motor show, as it did earlier this month with the EXP 10 Speed 6.

Back in 1994, the broadside across the industry was Concept Java, which represented a significant diversion for Bentley, then owned by Rolls-Royce.

"Rarely has a concept car got people speculating and dreaming quite as much as Concept Java, a 'junior' Bentley with Cosworth V8 power," wrote Autocar's Giles Chapman at the time.

The Java – explained by company chiefs as a study in packaging for future Bentleys – was a four-seat convertible with a fabric roof that stowed beneath an electrically operated rear deck.

"The brief was to come up with two cars in one: an urbane Bentley coupé in the idiom of the great Continentals of yesteryear on the one hand, and a proper four-seat convertible on the other. Not only that, but it all had to fit into the space of a Mercedes E-Class," wrote our man at the show.

The car's styling was a collaboration between Rolls-Royce chief stylist

'Rarely has a concept car got people dreaming quite as much as Concept Java, a junior Bentley with Cosworth power'

Graham Hull and Design Research Associates, headed by Roy Axe. "It is packaged around a 3.5-litre, twin-turbocharged Cosworth V8 that has its roots in the firm's XB Indycar units," Autocar's story explained. "It will need to pump out at least 340bhp if the car is to achieve Rolls-Royce's projected performance figures: a top speed limited to 155mph, 0-60mph in 5.6sec and 0-100mph in just over 14 seconds.

"At the moment, Java is a mock-up that doesn't move, you can't buy and has no engine. But look closely at the details and quality of construction, the totally

realistic packaging and the size of the car – let alone its knockout styling – and it can't be anything but the first decent pointer we've seen towards a Bentley for the next century."

At that moment, however, Concept Java was purely to gauge public reaction. "Rolls-Royce doesn't show concept cars very often and when it does, they eventually lead to cars a fortunate few of us can buy," wrote Chapman.

Rolls-Royce hinted that the Java's wheelbase was "likely to be close to that of the BMW 5 Series" and revealed that the company already used the German giant's technology.

So did Java herald a new dawn for Bentley? Well, not directly. The car never made it to production, although the Sultan of Brunei liked it so much that he commissioned 18 examples in three body styles for his collection.

However, given that the show car appeared at a time when Vickers was putting Rolls-Royce in the shop window with 'for sale' dangling around its neck, the appearance of a dynamic concept did no harm at all.

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Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Flair and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution) - £3,221.55; followed by 36 monthly rentals of £165 - £249; optional final rental £6,267 - £6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.